DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

DELOREAN WORLD
ANNUAL PICNIC
RALLYE RESULTS
TECH STUFF
"MEAN" MACHINE
PRODUCTS FAIR
SAN DIEGO CLUB
TECH 6
1986-87 Service Directory
The Association in Hawaii
DREAM MACHINE
CONVENTIONS: Florida & Las Vegas
DeLorean-Legend or Loser
Gullwings of the '80's
DeLorean Performance
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TURBO 'D'
What, or Who, has kept the DeLorean Dream Alive?
into the night RALLYE
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DELOREAN EXPO 89

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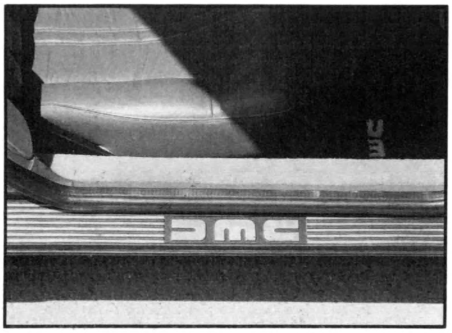

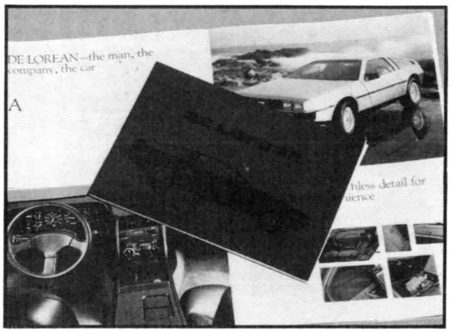

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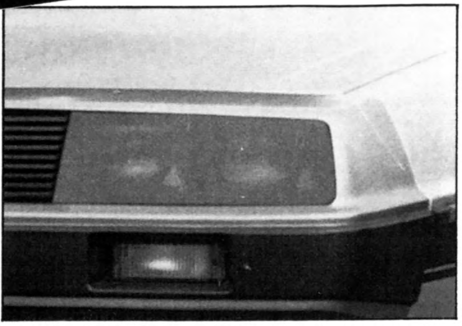

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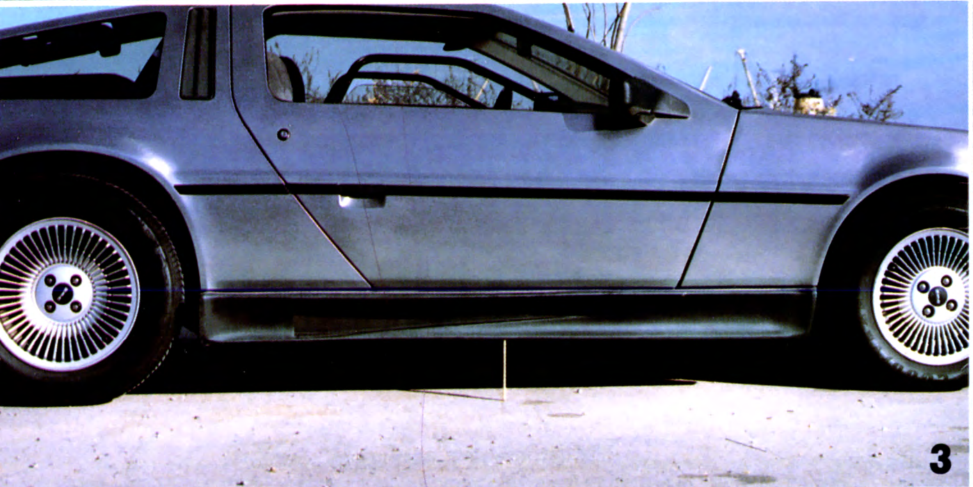
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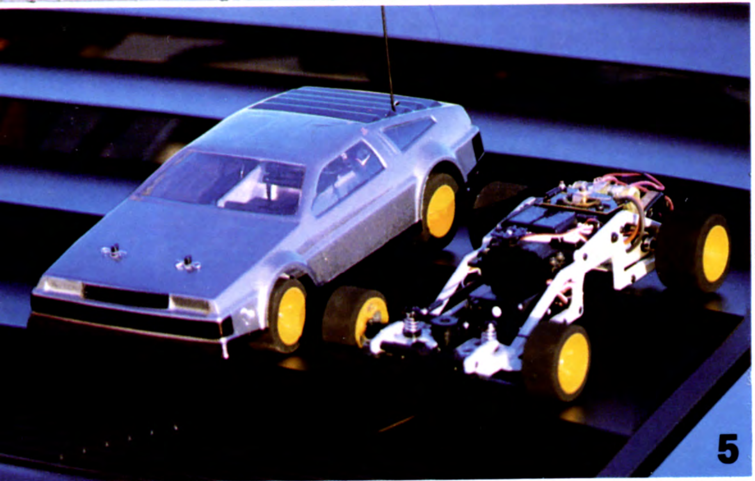
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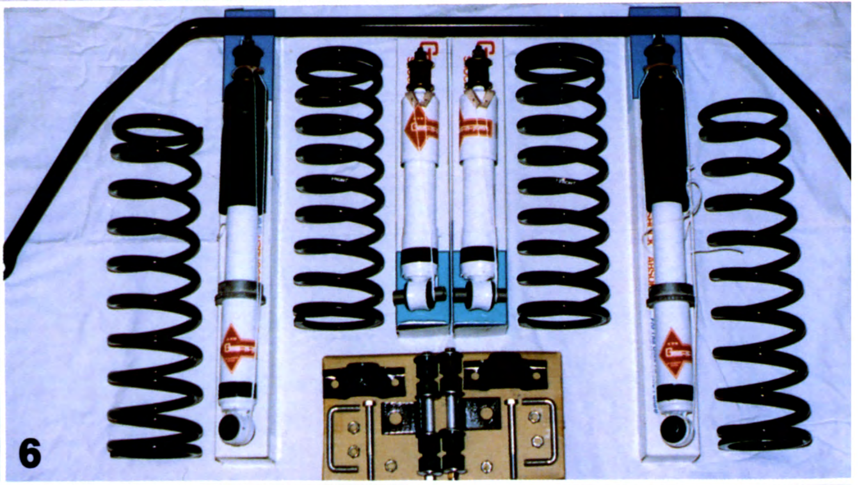
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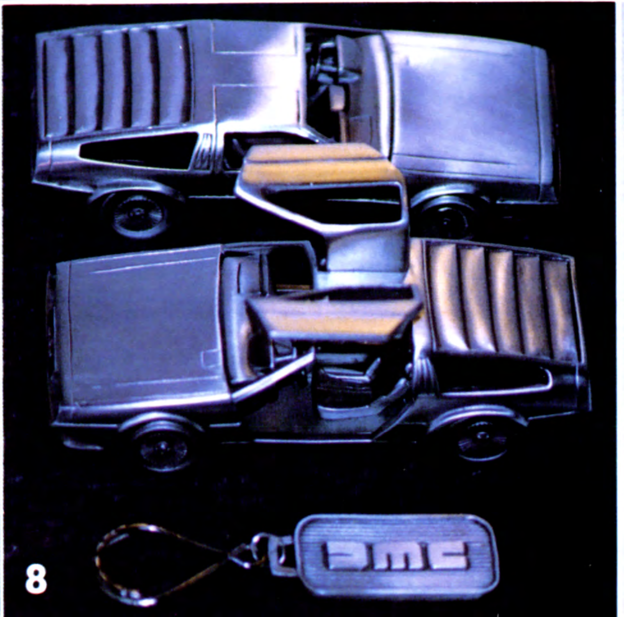
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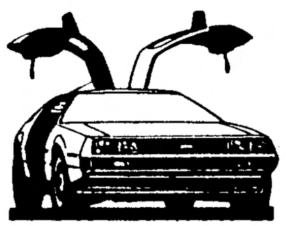

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	FOUR LOWER SPRINGS - stock ride	285.00	
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	DASH COVER (Gray or Black)	39.50	
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— SPECIALS —

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		BURL HORN PAD COVER with DMC logo	135.00	NEW
		INSTRUMENT POD CLOTH COVER	30.00	
		GLOVE BOX LOCK	35.00	
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#8.		PEWTER DMC CAR WITH DOORS UP!	$59.95	
		MOUNTED (Doors-up w/pewter plaque)	94.95	
		PEWTER DMC CAR WITH DOORS DOWN	59.95	
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#9.		HISTORIC MARQUE COLOR POSTER	$15.00	

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ASK FOR FRED LOCKETT - *The DeLorean Pilot*

EDITOR'S NOTE

BY KAY MYHRE

To capture the mood...Full moon glittering brilliantly over the bay, Cape Cod, Massachusetts...New England in October...Bewitching, glorious, autumn foliage. The Wequasset Inn possesses a character that transcends imagination, and elevates this resort above the others. Who is not lured by the romantic intrigue and grandeur?

Perhaps you have read the works of Ralph Waldo Emerson, New England philosopher...He gives to the world, "Thought, expression, character." He writes, "Energize, animate, live more, be more!" With this in mind, we invite you to read David Knudson's article, "DeLorean Expo '89." Mary Lou and David are the creative influence behind the National Convention. First...start with a magical setting...

Congratulations to "Expo '89 Concours" participants. A concours car is a classy, clean, top-of-the-line stainless masterpiece. Perfection is a pleasure. And congratulations to People's Choice participants. Crystal-clear, candy-apple red wins this modified division.

There is something new!—The Grand Prix—DeLorean radio control model car circuit!

DeLorean Expo '89 was covered by the Fox TV Broadcasting Network program, "The Reporters," produced by Marne Iskip. The air date was yet to be determined. We thank their team for adding yet more excitement to this special event.

We send a special thank you to the many members who sent in photos to portray DeLorean Expo '89: Charlie Geraldi, Barbara Lipana, Bob Longuemere, Kjell Myhre, Robin McNeill, Eleanor Rogers, Jon Spurlin, John Truscott, and Harry Ward. Have we got a team!

We would also like to thank Cape Cod Times Newspaper for their positive front page article (see reprint) and for the contribution of several photos by their photographer, Steve Heaslip, for DeLorean World.

Not so many years ago, John Z. DeLorean conceived, orchestrated, and remarkably produced a new automotive plant in Belfast...a monumental task and accomplishment. In the interest of history, we will read an article reprint from the Belfast News Letter...about the factory today...the plant lives on.

Through the words of talented writers, and the vision of artistic photographers, discover your stories of dedication to the dream, to the classic car, to the classic car owner. Exploring the opportunity and the mystery of brainstorming, you are discovering technical expertise, writing expertise, and photographic expertise...and you are getting together! I'll remember you all, and the DeLorean Owners Association membership is looking forward to hearing from you.

Warm wishes for the New Year.

Kay Myhre
Editor

DEGULL
DeLorean

ALDO BUONO

Santa's DeGull...HO, HO, HO.

To our readers, warm greetings and best wishes for the New Year.

DELOREAN WORLD

Volume 6, DeLorean Expo '89 Issue

Editorial Staff
KAY MYHRE, Editor

Contributing Writers
PHYLLIS BALDERSTON
BRUCE BENSON
ALDO BUONO
GAIL GERALDI
DEAN KIMBALL
DAVID KNUDSON
JOE LORE
BRIAN MIDDLETON
KAY MYHRE
KJELL MYHRE
MERVYN PAULEY
JACK PERRY
ELEANOR ROGERS
ALBERT SAUNDERS
DICK SHIPMAN

Contributing Photographers
BRUCE BENSON
ALDO BUONO
CHARLIE GERALDI
STEVE HEASLIP
BOB LONGUEMERE
BERT MIDDLETON
FRED MUNRO
KAY MYHRE
KJELL MYHRE
ROBIN MCNEILL
ELEANOR ROGERS
JON SPURLIN
HARRY WARD

Designed and Produced by:
ERIK PEDERSEN GRAPHIC DESIGN
Pacoima, CA

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On the Cover:
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By Erik Pedersen
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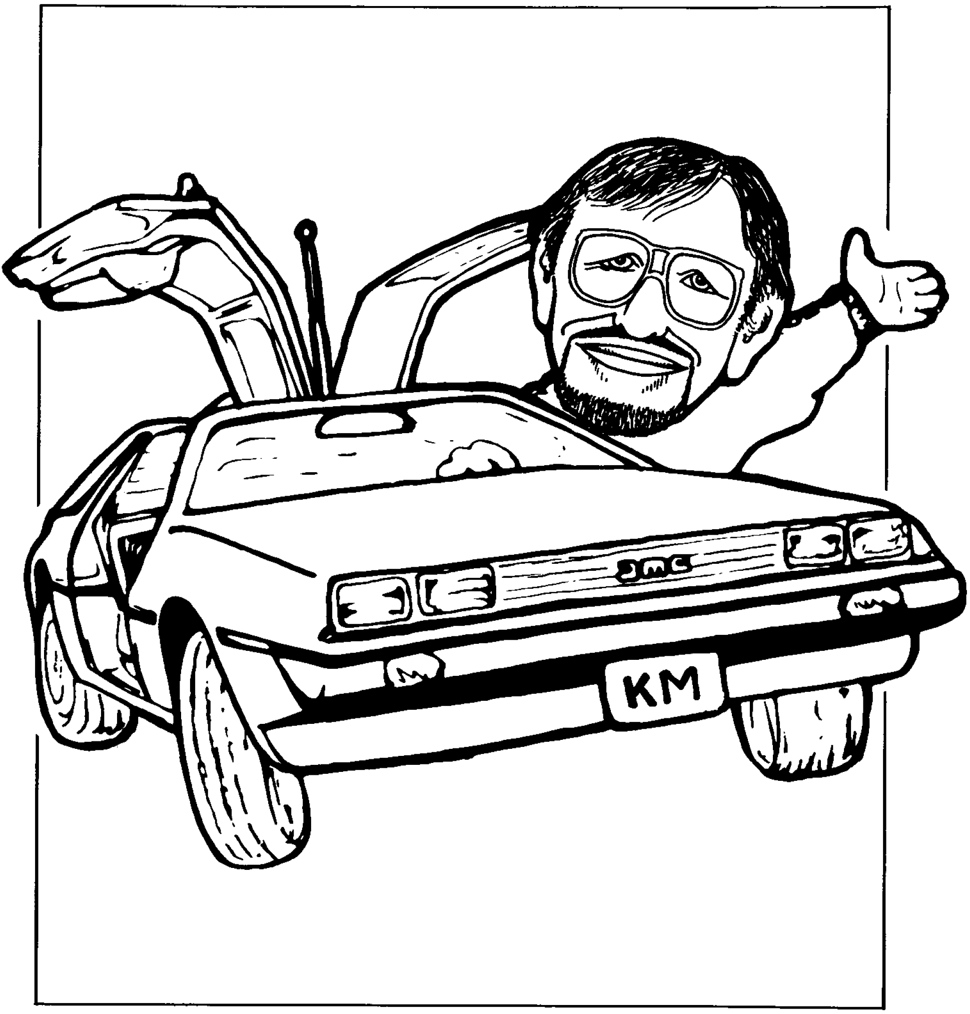
PRESIDENT'S MESSAGE

BY KJELL MYHRE



Decades in the past, the '50's, '60's, and '70's have been remembered, characterized, and celebrated, with or without nostalgia. The dimension of time has added a clearer perspective. We tend to remember things we could have done, and we remember some events that never should have happened, all in 20/20 vision typical of Monday morning quarterbacking. If there are some doubts, occasionally, as when you could have acquired a Tucker—maybe sold a 300 SL or a DeTomaso Pantera and you should not have, although your assessment was good riddance at the time—at least you have not passed up all the worthwhile opportunities. You now own a DeLorean and maybe you will still have it in the year 2000.

Just prior to the DeLorean Expo '89 in Cape Cod, the Los Angeles Times, in the 'Only in LA/People and Events' section, did engage in unmitigated DeLorean bashing by stating "that there's only so much life in their (DeLorean owners) 8-year old jalopy." The reference was cited from DeLorean World on storage recommendations which are clear and unambiguous. Hence the problem may be what a recent Los Angeles Times issue is referring to in their front page story on a survey finding that the public's view is the "press (is) biased and often inaccurate."

On the contrary, the Cape Cod Times and Fox TV Broadcast Network provided excellent news coverage with photography, and I understand the video may appear on 'The Reporters.'

By the time this is in print, 'Back To The Future, Part II', will be showing in the movie theaters, coast to coast, and radio controlled toy DeLoreans are already available, as well as other DeLorean/Back To The Future promotions. The Part III sequel, already in the making with the same cast, will continue the story—in the future.

To characterize a DeLorean owner as a "car nut," no doubt is too colloquial. A better, more appropriate term would be "connoisseurs on wheels" which would be consistent with recent multi-part articles in 'Top Wheels', an Exotic Sports & Classic Car magazine by TWC Publishing, Inc. in New York. The September, 1989 issue, Part III of 'The DeLorean Saga' continues to publicize the man and his dream, the embodiment of the dream—the DeLorean, which in turn became the genesis of the 'Back To The Future' series, which again is another fantasy—or dream, if you will.

DeLorean Expo '89 was the first National event attended by Tom Long, Chapter 5 Coordinator. Being among so many DeLoreans and meeting so many owners and enthusiasts indeed is a "novel experience," as he says in the Chapter 5 Newsletter, in which he declares that he "has yet to meet a boring DeLorean owner."

In this issue, Dick Shipman, one of the Association's founders, has compiled an index of technical articles that have been published in the DeLorean World in past years.

My best wishes for the new year and the decade ahead.

Association Products

#002	Baseball cap w/mesh back & Logo; silver gray, red, blue	$6.00
#003	Gatsby hat w/Logo embroidered or printed black, white	8.00
#004	Official club silver satin jacket (unisex); zip front w/Logo embroidered (dry clean only); M & L only	68.00
#006	Tee shirt w/Logo printed; available black, gray; Sm to XL; washable	8.00
#006SP	Gray tee shirt with Logo & Washington D.C. event design. Collector's Item. Sm only	6.00
#007	Nylon matching running shorts; size Sm to L; black, gray; washable	9.35
#012	Our best golf shirt (no pocket) w/Logo embroidered; gray; M to XL	19.00
#012P	Our best golf shirt (with pocket); Logo embroidered; blue or red; M to XL	20.00
#014	Black knit zippered vest w/Logo printed (matches #007); Sm & M	12.00
#016	Black long sleeved sweatshirt; washable w/Logo; Sm to XL	18.00
#016SP	Black long sleeved sweatshirt with Logo and Washington D.C. event design; collector's item; M only	16.00
#016W	White long sleeved sweatshirt w/large Logo; Sm to XL	18.00
#017	Ladies' scoop neck tee shirt w/Logo (washable); gray only; S & L only	10.00
#018X	3 inch iron-on, embroidered patch (black, gray and red border)	3.75
#018	3 inch sew-on embroidered patch	3.00
#019	Snap front, black satin, flannel-lined coaches' jacket w/trademark; M to XL	35.00
#016CC	Red long sleeved sweatshirt w/ silver Delorean; Sm to XL washable; collector's item; (Cape Cod) Long & XXL	22.50 24.50
#019W	Match to #019 in white, white cuffs & collar; available M to XL	$35.00
#023	Official DeLorean Owners Association tie tac	4.00
#024	Official DeLorean Owners Association club pin	2.50
#026	Brushed silver photo album, 7" x 8," cloth lining, gift box	35.00
#027	Set of 15 notecards linenweave gray with Logo and envelopes	5.75
#029	Club Logo siltone money clip	5.00
#030	License plate frame w/Logo "My Other Car is a Delorean"	5.00
#031	Round Logo chrome member badge for car	10.00
#032	Logo business card case; silver plate	24.75
#033	Leather key holder	4.00
#034	Full set of prototype photos (24)	20.00
	Half set (12)	12.00
#041	Long sleeved, crinkle cotton top; w/Logo embroidered; white; one size fits all	24.00
#042	Short sleeved, crinkle cotton top; w/Logo embroidered; aqua, yellow, peach & white; one size fits all	22.00
#043	100% cotton, oversized tanktop; w/Logo printed; one size fits all; aqua & silver	13.00
#045	Squeeze style siltone keyring; w/Logo	5.00
#046	Child's gray teeshirt w/Logo	6.00
#047	Wall clock w/Logo	29.50
#048	Money clip w/knife and file	6.00
#049	Magazine binder w/Logo, holds 12 magazines	14.95

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8900 Oak Park Avenue, Northridge, CA 91325
Phone (818) 993-1433

Technical Correspondence may be directed to
Jon Spurlin
Technical Director
(818) 993-1433
8900 Oak Park Ave.
Northridge, CA 91325

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David Knudson
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1149 Arcadia Avenue #3
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Gift of Hope for

JOBS BLACKSPOT

BY MERVYN PAULEY

Reprinted from NEWS LETTER, Belfast, Northern Ireland, December 22, 1988.

Politicians of all parties gave the Montupet project the stamp of approval, hailing it as an early Christmas present for a jobless blackspot.

A number of loyalist spokesmen, in welcoming it, called for care to be taken to ensure that the 1,000 jobs were equally divided between both sections of the community.

Official Unionist leader Jim Molyneaux, whose Lagan Valley constituency includes Lisburn, which is close to the factory, said it was good news for the borough and its people.

"They have a proud history of excellence in engineering and technical skills," he said.

Lisburn Mayor, Councillor William Bleakes, expressed his delight. "I congratulate the IDB on securing this high-tech investment. It is a wonderful Christmas gift for all our citizens."

DUP Press officer Sammy Wilson said Santa had come early but insisted that recruitment be closely monitored to make sure that Protestants got a fair share of the jobs.

Progressive Unionist West Belfast councillor Hugh Smyth said it was wonderful news, and added: "All the unemployed people of the Shankill should contact their local job club to ensure they are on the list."

SDLP constituency representative Dr. Joe Hendron said it was the best news for West Belfast in many years.

"It is particularly welcome for the young people who will now have the prospect of getting decent jobs.

"In this particular case I feel this company, which has proven experience in Europe and Canada, will act in a genuine and responsible way for the benefit of the area."

Alliance Party chairman Dan McGuinness said it was a welcome boost to job prospects in the immediate area.

"Due to its proximity to West Belfast and the requirement for mainly male workers, both skilled and unskilled, it must be seen as a way of helping to make some inroads into the chronic unemployment problem."

Alliance's economy spokesman, Councillor Mervyn Jones, said the news, combined with the recent announcement that Daiwoo was setting up in Antrim, represented coups for the IDB.

Workers Party Belfast chairman John Lowry said: "This is the kind of long-term, substantial investment which the area needs. There is a wealth of willingness and skills available.

"We have often been critical of the type of temporary, small-scale development which was being promoted as the answer to unemployment here."

"There are no such doubts about this project. We hope to see it expand, and to see more like it."

Sinn Fein president Gerry Adams described it as a welcome development "providing that the 1,000 jobs created are allocated on the basis of equality of opportunity and fair employment."

DeLorean assembly plant, Dunmurry, Northern Ireland.

Announcing the plan at a Belfast Press conference, Secretary of State Tom King said: "This £90 million investment is the biggest single project ever to be secured by the IDB and the largest initial investment made by an overseas company in Northern Ireland."

Mr. King said he was delighted to welcome the investment by a company which was a world leader in the production of aluminum components for the car industry.

"This is more good news for jobs in Northern Ireland at the end of a year that has seen a substantial fall in unemployment."

Due to start production early in 1990, the new plant will employ about 920 people within five years and another 110 workers will be recruited to staff a tool-room at a different site yet to be decided.

The Government was clearly thrilled to have won the deal against stiff competition and it will become the flagship of a new year campaign to win more overseas investment for Northern Ireland.

Siting the factory on the edge of West Belfast is also significant.

It will create much-needed jobs in one of the UK's unemployment blackspots and help counter international criticism that not enough is being done to help out-of-work catholics in Belfast.

The good news is that Montupet wants some skilled workers, but plans to recruit unskilled people and train them for the job.

Company chairman Stephane Magnan said a major factor in the decision was the potential quality of the workers.

"We shall require some skilled workers, but our policy is to also recruit from among the unskilled even if they have no experience of our industry. We believe that this policy makes training easier, as workers do not come to us with preconceived ideas. It also gives us a much better opportunity of making them part of our company team."

"Our recruitment policy will, we believe, give considerable opportunities to many people in Northern Ireland."

The company will set up a modern aluminum casting operation in the 500,000 square foot factory on the 78-acre site of the former DeLorean plant.

The target is to produce 120 tons of aluminum castings per day by 1994.

Mr. King refused to comment on speculation that at least half of the £90 million investment was taxpayers' money. He said the financial details were commercially confidential.

"We have very high levels of unemployment. This is going to be very good news indeed for a lot of people in Northern Ireland who now have a real hope of a job and a future and a much happier new year."

Although the Government is helping in a major way, Montupet said financial aid was not the main reason why it chose Ulster. England, Wales, Spain and Portugal were all considered.

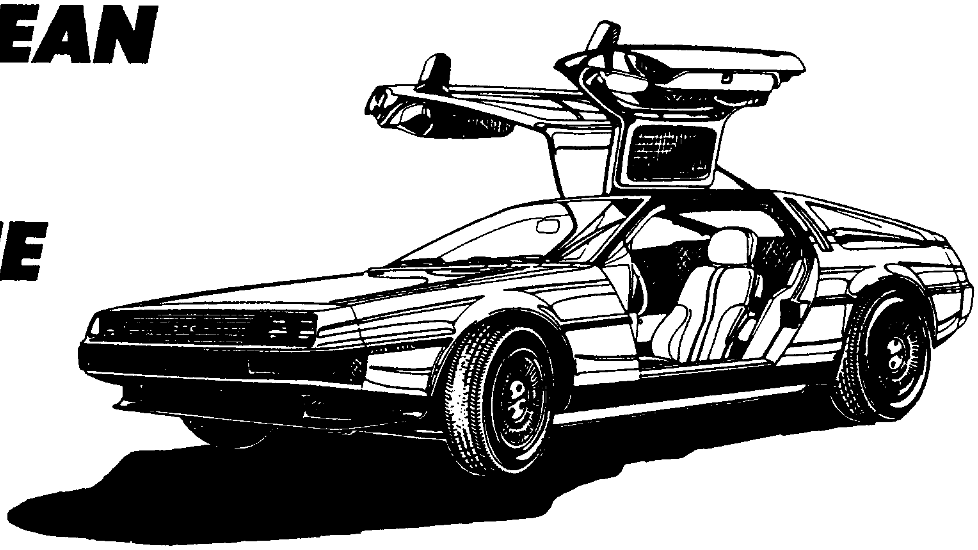
Financial controller Marc Majus said: "The Government's support is significant but it is not the main factor.

"The people, the availability of labour, an existing building which means we can start production more easily, and marketing issues—Ford was anxious we established somewhere in the United Kingdom—were all equally important."

Montupet insisted that Northern Ireland's violent image overseas did not threaten it.

CONTINUED ON PAGE 34

DELOREAN
SALES
SERVICE



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THEY LOVE THEIR DELOREANS

Devotees get together in Harwich

Reprinted courtesy of Cape Cod Times, October 15, 1989

BY JACK PERRY
Staff Writer

EAST HARWICH—Cruising along Route 28 in his stainless steel DeLorean sports car, Phil Hughes feels like the tires aren't even touching the ground.

"It's like a Hovercraft. It isn't like you're on the road. It's like you're skimming on top of it," Hughes says, aviator glasses protecting his eyes from the Indian summer sunshine.

Hughes, who also flies airplanes, says 80 percent of the DeLorean owners he knows fly airplanes, drive motorcycles, or both. Sitting behind the wheel of a DeLorean reminds Hughes of sitting in an airplane's cockpit.

As he winds around a curve, Hughes explains that the steering is so sensitive that a slight pull can send the car barreling off the road, that it's built so low it's difficult to see the road.

The message is clear: Hughes rarely, if ever, lets somebody else drive his car.

"Not even your girlfriend?" a passenger asks, referring to the woman he'd just seen at Hughes' side. "She's a new girlfriend," Hughes says casually, aviator glasses still trained on the road.

A builder from Oak Bluffs, Hughes is among 195 people attending the DeLorean Owners Association Expo '89 at the Wequassett Inn in East Harwich this weekend. There are about 68 DeLoreans parked in the inn's lot or cruising around Cape Cod. Many owners flew here, leaving their cars behind. One couple drove from Columbus, Ohio. Another couple drove from Panama City, Fla.

(LEFT) Timothy White, Managing Editor, Cape Cod Times and Kay Myhre, Editor DeLorean World. The Cape Cod Times staff were very cordial and receptive to our impromptu meeting and showed a great deal of interest in our National Association and Expo '89. (RIGHT) John Truscott and Kjell Myhre "Wing It" with Cape Cod Times reporter Jack Perry.

A DeLorean car goes through a technical inspection. D'Anne Laster and Phyllis Balderston.

STEVE HEASLIP

They gather to socialize, share maintenance tips and judge who keeps the nicest car.

"There's no religion or politics or anything else involved. It's just a bunch of car nuts," says Kjell Myhre, president of the DeLorean Owners Association.

The association has 3,500 members, the youngest of whom is Jason Sisto, 16, of Lincoln, R.I. Sisto won his car in a bet with his father. Sisto had the car before he had his driver's license."I used to drive it all the time, and the police used to get a kick out of it," he says. Sisto's friends "always ask me to drive it to school."

Sisto doesn't.

A mystique surrounds the DeLorean sports car.

"I get a crowd wherever I go," says John Truscott of Santa Barbara, Calif., the association's membership chairman.

Maybe it's because just 9,500 were made before John Z. DeLorean's dream became a nightmare in 1982. Maybe it's because of the stainless steel body, the sleek, ground-hugging design or the gull-wing doors that lift from the roof and give it the look of a spaceship.

CONTINUED ON PAGE 38

“Bargain” parts can help you build a valuable collection!

There’s nothing worse than replacing the same parts over and over again.

But, that’s exactly what’s been happening to some DeLorean owners lately.

There’s been a rash of discounted DeLorean parts on the market. And many of them are inferior or deteriorated.

A combination of poor storage procedures and low quality copies has created the illusion that owners can save a lot of money on parts. Unfortunately, many of these parts simply won’t do the job.

We want you to know that DeLorean One does not sell either deteriorated or inferior parts and we never will. We stand behind everything we sell 100%.

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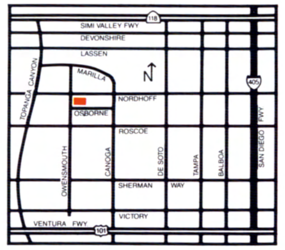
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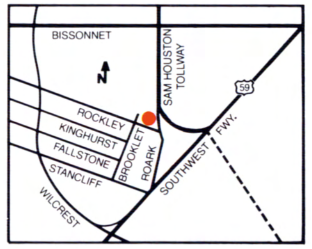
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DELOREAN ONE

Area Regional Chapter Calendar of Events for 1989-1990

Past – Present – Future

Have you missed an event in your local area? For information regarding future activities, contact your local Area Regional Chapter Coordinator for upcoming dates and add your name to their mailing list.

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Dick Crawford, Coordinator
(617) 665-6050 or (617) 722-6060

Oct. 12-15	DeLorean Owners Association National Convention – Cape Cod, MA
Nov. 12	Fall Meeting

AREA REGIONAL CHAPTER 7

No. Illinois, So. Wisconsin
Don Gowler, Coordinator
(312) 894-9082 or (312) 576-6484

Oct. 22	Weekend Event – Galena, IL

AREA REGIONAL CHAPTER 16

Maryland, Virginia, Washington D.C.
Dick Fleming, Coordinator
(703) 698-9162

Dec. 3	Christmas Party

AREA REGIONAL CHAPTER 12

Southern California
Dev Michael, Coordinator
(805) 373-5145

Oct. 12-15	DeLorean Expo '89 National Convention, Cape Cod, MA
Dec. 1-3	Palm Springs Holiday Weekend, Erawan Garden Resort

AREA REGIONAL CHAPTER 2

Pennsylvania
Aldo Buono ,Coordinator
(213) 236-5170

Oct. 12-15	National DeLorean Owners Association Convention, Cape Cod, MA
Nov. 5	Road Rallye
Dec.	Longwood Gardens Tour, Kennet Square, PA

AREA REGIONAL CHAPTER 35

Stoney Point, New York
Gail Geraldi, Coordinator
(914) 928-2321 Ext. 239 or (914) 429-0121

Oct. 12-15	DeLorean Expo '89, National Convention, Cape Cod, MA
Dec.	Holiday Party
Spring, 1990	Tech Seminar (dates to be announced) Road Rallye Polo Match Regional Event (tentative) Picnic
Labor Day	Lime Rock Fall Festival

AREA REGIONAL CHAPTER 5

Georgia
Thomas Long, Coordinator
(404) 449-1968

Oct. 7, 8	Trip through the Smokies; Saturday night at the Park Vista Hotel, Gatlinburg, TN.
Nov. 16	Clinic Day, and Dinner
Dec. 15	Dinner Dance & Christmas Party at the Atlanta Athletic Club.

AREA REGIONAL CHAPTER 17

Central California
Dean Kimball, Coordinator
(415) 944-4982

Oct. 1	Concours, Sept. 30.
Oct. 15	Behring Auto Museum Tour, Pre-Production DMC, Blackhawk, CA
Jan., 1990	Dinner Meeting
March	St. Patrick's Day Parade, Dublin, CA
June 8-10	Hyatt Lake Tahoe Event, Incline Village, NV
July	Concours D'Elegance, Lafayette, CA

AREA REGIONAL CHAPTER 9

Southeast Texas
Harold McElraft, Coordinator
(713) 497-8195 or (713) 993-4260

Oct. 12-15	National DeLorean Owners Association Convention, Cape Cod, MA
Oct./Nov.	Chapter 9 Anniversary Meeting & Dinner
Nov. 5	Houston Proud Weekend Gimmick Rallye sponsored by AIA
Nov. 7	Meeting – 7pm, DeLorean One, Houston, TX
Dec. 9	Annual Christmas Party
Jan. 9, 1990	Meeting – 7pm, DeLorean One, Houston, TX
February	Technical Meeting & Evaluation (Parade Prep)
March 6	Meeting – 7pm, DeLorean One, Houston, TX
March 17	St. Patrick's Day Parade and Lunch
October	Southeast Regional Event

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers ,Coordinator
(515) 491-1248

October	Caravanning to Cape Cod in October to the National Convention with all our cars taking the ferry to Connecticut.
Dec. 9	Holiday Party
Spring, 1990	Tech Seminar

AREA REGIONAL CHAPTER 32

West Virginia, East KY, S.E. Ohio
Ed Guenther, Coordinator
(304) 586-3591

May, 1990	Annual Picnic

Chapters 22, 35 and 36 Stage the First

3-CHAPTER EVENT

BY GAIL GERALDI AND ELEANOR ROGERS

A 3-Chapter, 3-day weekend event in August at Sturbridge, MA, with 13 cars and 25 people, was organized by Chapter 35 (Stoney Point, NY) and coordinated with Chapters 36 (Long Island, NY) and 22 (MA, ME, & NH). Friday evening we all gathered to tell each other "stories" about our wonderful cars. Saturday we visited Sturbridge Village where we went back in time and experienced New England life 150 years ago. During the evening banquet, the excitement was in the next conference room where 700 rock enthusiasts were attending a concert. We decided to hire a policeman to guard our cars. By 11 p.m., the crowd was out of control, the concert was cancelled, and, compliments of the crowd control team, we ended up with one policeman per car until 3 a.m. Our autos were never so safe. A great time was had by all three chapters.

Gail & Charlie Geraldi, Gene Tufaro & Kathy Malizio, Lloyd & Gail Teran, Dick & Anne Crawford, Henry & Carol Kempf, Eleanor Rogers & Fred, Bob & Fran Longuemere, Donald & Shirley Teal, Dennis Coscia & Rose, Dick & Adele Stride, Brian Graifman

Henry & Carol Kempf, Don & Shirley Teal, Frank Case, Gail & Charlie Geraldi, Bob & Linda Buono

Area Regional Chapter 17

by Dean Kimball

On April 22 and 23, Chapter 17 held an "inspection weekend" to introduce Bay area owners to a new full-service DeLorean shop.

Our efforts to help establish a local service facility began when we contacted a local shop, Motoring Performance in Walnut Creek, California. Walnut Creek is 25 miles east of San Francisco. Motoring Performance has specialized in high performance imports, and was willing to take on DeLoreans.

We then contacted the DeLorean Motor Center in Garden Grove and arranged for Don Steger and Don Eitleman to inspect local DeLoreans at Motoring Performance. 45 DeLoreans were seen at the shop in the two-day event.

Jim Lewis, the shop owner, went through each inspection with Don Steger. Jim took notes and absorbed all the information he could as Don inspected engines, brakes, tires, and underbody.

To really add to the effect of a true DeLorean shop, a D.M.C. lighted sign from a dealer was acquired and put up in Motoring Performance.

The local press covered the event and wrote a very positive article about the car and us. The article came out the second day of our event and attracted a few owners of DeLoreans we did not know about.

Then, DeLorean Motor Center came back a week later and worked along with Motoring Performance on repairs. First, they spent a week training Jim's staff and, secondly, owners had their cars put back into tip-top shape.

DeLoreans filled the lot in front of the shop and everyone worked 12 hours a day to keep up. The amount of work to be done was sometimes overwhelming, but each car found its way back onto the road with a fresh new lease on life.

Motoring Performance is now a full-service DeLorean shop.

We in the Bay Area thank Motoring Performance and DeLorean Motor Center for their support and help.

MOTORING
Performance!
1433

Motoring performance opens its doors to DeLoreans.

MORE REGIONAL NEWS PAGE 33

DELOREAN EXPO 89

If you missed it, you missed the very best. Three incredible days of action-packed fun in one of the most glorious settings there is. Bright crisp days, brilliant autumn colors, superb cuisine and lodging, the breathtaking sea, twinkling gas lights, the best of friends, romantic moonlight strolls, and dozens of our favorite automobiles.

It promised to be a "landmark gathering of DeLorean owners," and it was. DeLorean Expo '89, October 12-15, at the unparalleled Wequassett Inn on Cape Cod drew more DeLorean owners together than any other single event in history.

Over 200 people attended the three-day extravaganza held by the Association.

EXPO 89

Table Decorating Contest

CHARLIE GERALDI

BOB LONGUEMERE

Tied for 2nd Place *(Chapter 35) Centerpiece featuring the "Flux Capacitor," the power source for the "Back to the Future Car" and surrounded by white autumn chrysanthemums. Gail Geraldi – Coordinator. Carol, a professional organist, and Forest Roberts win the grand raffle prize, a portable electronic keyboard!*

Tied for 2nd Place *(Chapter 9) The Yellow Rose of Texas, displayed on map of Texas, with state flag, model DeLorean, symbolic lariat, cactus and Texas pine. Mary Ruth and Joe White – Representatives.*

ELEANOR ROGERS

1st Place Winner *(Chapter 36) This unique New England lighthouse is made with an original DeLorean steering wheel and three DeLorean gas filters: Long Island's seashore provides the shells, starfish, and seaweed. Pictured are Joe Modifica, Eleanor Rogers – Coordinator, Fred Munro, Stan Sokol, Jerry Sokol, Carol Kempf, and Carolyn Kempf. Joe Modifica suggested the gas filters and electrically wired the light, while Todd DeNardo drilled holes for construction.*

BOB LONGUEMERE

Several other Chapters displayed originality and taste. Local Chapter 22 created a scene with several miniature DeLoreans ascending to the top entitled "DeLorean Owners Highway to Heaven." Coordinator – Dick Crawford and Bob Longuemere.

BY DAVID KNUDSON
PHOTOS COMPILED BY
KAY AND KJELL MYHRE

KJELL MYHRE

To capture the essence of Cape Cod.

ELEANOR ROGERS

Touring DeLoreans

Our initial concerns over the potential success of a three-day get-together quickly disappeared as the early bird reservations poured in. Our intrepidations over the October Cape Cod weather were also unwarranted as the sun blessed us every day.

Although Mary Lou and I, as well as the other working Board Members, arrived at the Inn a day early to review jobs and plans, the long weekend didn't really get underway until Thursday afternoon. Guests started arriving at the spectacular seaside resort around three and kept coming right up to the Cape Cod reception at six. After an hour of greeting old and new friends at the reception, we all sat down to an incredible New England Lobster dinner. This was followed by a brief program, then most members took an evening stroll to the bay and turned in early that first night so they'd be bright-eyed for the days to come.

A cool, clear Indian Summer morning greeted the early-risers Friday. Chapter Directors met with the National Board for breakfast and a workshop. National Chapter Director, Ed Bernstein, and National Chapter Manager, Barbara Lipana, reviewed the newly published Chapter manual. Other members enjoyed a hearty breakfast buffet, then moved on to their varying technical and non-technical pursuits.

For the techies, it was a full day of hands-on technical seminars at the Inn. For the otherwise-inclined (like myself), it was a scenic bus trip to historic Provincetown out at the end of the Cape. Other guests chose tennis, beachcombing, fishing, whale-watching, you-name-it.

The Technical Seminar, conducted by National Technical Director, Jon Spurlin and his Tech Team, John Truscott, Rob Grady, Harry Ward, Ed Bernstein, Stephen Wynne, Kjell Myhre, Dave Baurle, Mary Ruth White, Charles Muffley,

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Delorean owners will receive a special version of "Tiffany", customized specifically for the Delorean. *You must specify this cartridge !*

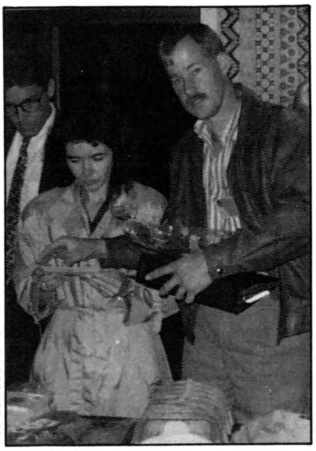
EXPO '89

(FROM PAGE 19)

EQUASSETT IN
Cape Cod

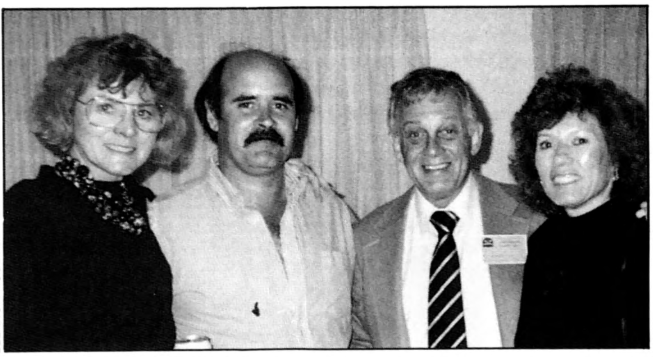
CHARLIE GERALDI

Marne Iskip, Producer. DeLorean Expo '89 was covered over the weekend by the Fox TV Broadcast Network programs, "The Reporters." The air date was yet to be determined.



BOB LONGUEMERE

June and Kerry Stark (PA), examining products. A number of vendors could be found in the Tennis and Main Pavillions throughout the weekend.

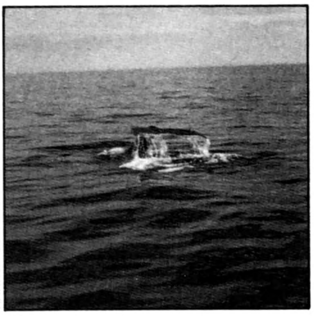


ELEANOR ROGERS

Eleanor, Eugene, Ed and Millie

KJELL MYHRE

Leslie and Tom Wilkin (OH) preparing to go whale watching.



HARRY WARD

Disappearing whale tail

KAY MYHRE

Bob Longuemere and Dick Crawford, local Chapter 22 Coordinator, present New England Paul Revere Bowl to Kjell Myhre, National President.

ROBIN MCNEILL

David and MaryLou Knudson, the creative influence behind DeLorean Expo '89.

and Millie Bernstein, gave attendees a thorough insight into the technical details of our cars. The day ended with an hour-long question and answer period; then it was time for socializing.

After returning from various corners of the Cape, the group gathered again at six to enjoy the shrimp, clam and oyster bar, then a delicious chicken and rib dinner. The local Chapter 22 followed with a full program and dancing into the wee hours.

Saturday was Concours and Grand Prix day. After a scrumptious breakfast buffet, everyone went out onto the Wequassett's beautiful landscaped grounds to watch the Concours preparations and admire the pristine examples of our marque.

As the Concours judging began, the DeLorean One Grand Prix got underway with attendees racing 11 specially prepared, radio-controlled cars. The exciting mixture of speed, noise and competition made it a real crowd-pleaser.

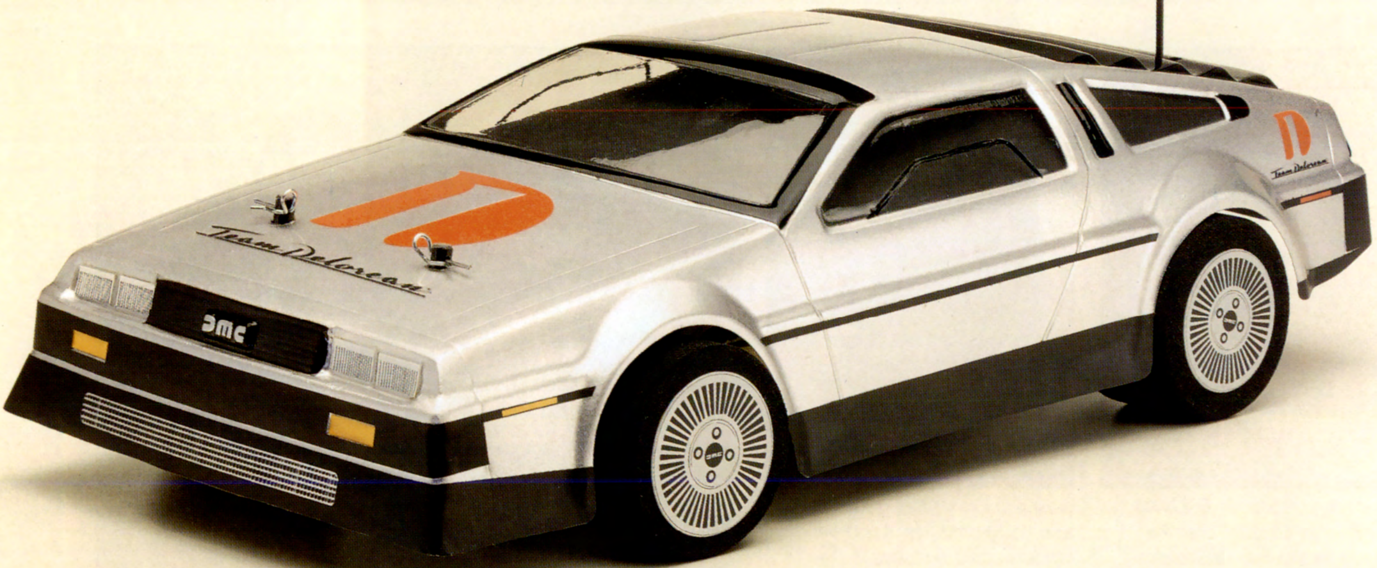
The day was so action-packed, in fact, that most people didn't realize that the time for the President's Reception was drawing near. Scurrying from the Grand Prix and the Concours, many barely made it in time for the wonderful prime rib dinner.

A raffle, a table decoration contest, Concours and Grand Prix awards all filled our last night at this exceptional event. Chapter 36 won the table decoration contest with their "lighthouse." Trophies were presented to Concours and Grand Prix Winners.

Sunday brought the popular DeLorean Motor Center clinic where many of those who drove their DeLoreans had them thoroughly analyzed. Then everyone posed for a group photo and finally it was farewell.

I think everyone would have given their gullwings to stay another night. But it was the end of the season for the Cape. The Wequassett's last day that year was on Sunday.

Challenging fun



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From its authentic appearance to its state-of-the-art electronics, this beauty will get everyone's pulse pounding the moment they see it. But showing it off is only half the fun. Driving it is the clincher.

When you pour on the power of its competition grade, 'Silver Eagle' motor, thrills jump into high gear because radio-controlled cars are as much fun to watch as they are to race.

You'll really enjoy pushing it to the limit around tight corners. Stretching it all out on the straightaways. The fastest lap wins!

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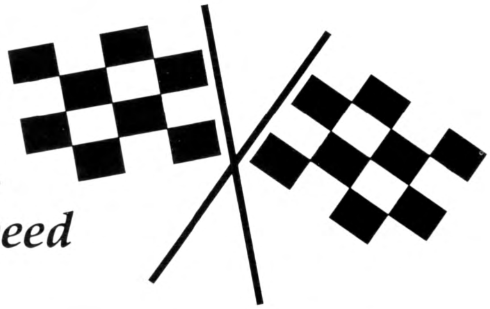
DELOREAN ONE

GRAND PRIX



Radio Control DeLorean Model Cars at Speed

BY KAY MYHRE

Ever since mankind has been walking, running, or driving, they have been trying to outrace each other to the finish line. Grand Prix automobile road racing catches the public's interest. It is believed the first recorded race was in 1894 when approximately 100 autos attempted to drive 78 miles of dusty road in Paris...15 actually finished. To give us a perspective on this time period, I recently read an article about Paloma Picasso. It seems that legend has it that in 1894, "a caring father solemnly handed his paints and brushes over to his gifted, young son, Pablo Picasso." And the rest is history —for Picasso and for the internationally famous Grand Prix.

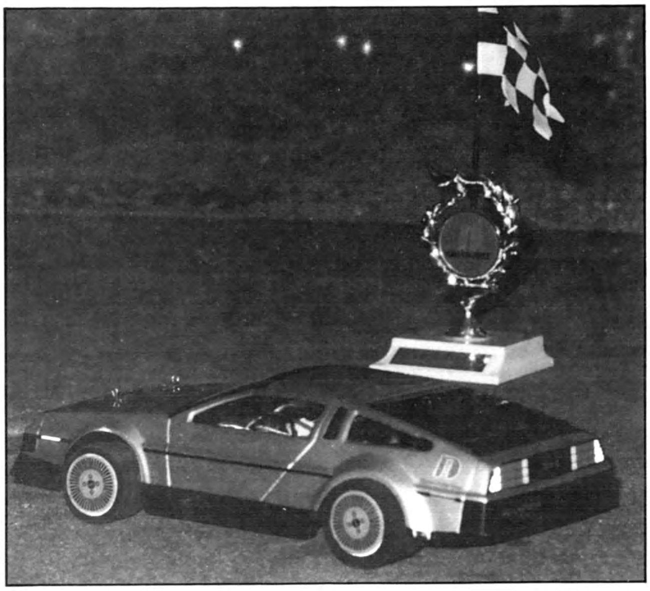
It's race day on the DeLorean radio control model car circuit.

In the United States, racing on public highways was considered too dangerous and therefore became illegal. Racers turned to speedways such as Indianapolis, Daytona, Sebring, Lime Rock, and La Jolla. Examining several automotive magazines and books, and watching Grand Prix races on the sports channel, I am aware of currently held Grand Prix events in Monaco, Canada, France, Italy, Portugal, Australia, Japan, Mexico, and the United States.

Having personally attended the Long Beach Grand Prix including the very first one in 1975, I am quoting the front page of the local newspaper, September 29, 1975: "British driver Brian Redman won the first race over public streets in more than 50 years of American racing Sunday when he capitalized on the misfortune that befell early race leaders Tony Brise, Al Unser and Mario Andretti, Sunday in the Long Beach Grand Prix." "'I don't like to win in this fashion,' said the proper Yorkshire gent who was forced to adopt a conservative race strategy...'but winning is always nice.'"

Sixteen years later, the current brochure for the April 14-22, 1990 Grand Prix affirms, "It's 10 days of action centered around racing...the main event, April 22, will be bigger and better...with many of the 'Rich and Famous' such as Paul Newman, Olivia Newton-John, Tom Petty, Danny Glover, Walter Payton, George Harrison, and more."

Grand Prix drivers rely on shrewdness and quick reflexes. They do not always calculate how they handle the curves —they often do it instinctively. Most of today's drivers will never qualify for the Grand Prix at Monaco, and Grand Prix cars are expensive to build. Richard Dempewolff, renowned journalist, stated in one of his books, published in 1963, "But, for those whose secret yen is to guide a gleaming race car through the tortuous curves of an exciting course, there is a new way to satisfy that longing. Not only will it permit the driver to relieve his frustrations, but it provides an equally satisfying outlet for the would-be mechanic, the potential car designer and, for that matter, anyone with a penchant for things automotive." Model cars and table top racing are the answer.



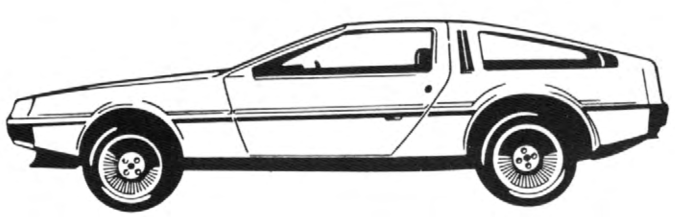
KJELL MYHRE

If you must scale down your ambition to match your resources, consider scaling your fantasy to a fraction of the original cost and size. One solution that appears currently is Ed Bernstein's and Stephen Wynne's creative, scaled version of the Grand Prix—bringing it within reach of most DeLorean owners. This was introduced courtesy of DeLorean One at the recent DeLorean Expo '89 National Convention.

It's Race Day on the DeLorean Radio Control Model Car Circuit!

The entrance to the Grand Prix greets spectators with streamers of black and white checkered flags near red and white Grand Prix logo flags waving in the autumn breeze. The elaborate race track is defined by silver chain spectator barriers linked between silver stanchions accented by sparkling mylar streamers and multicolored balloons sporting Grand Prix logos. Symbolic miniature racing flags surround the track, circumscribed by four-inch high-impact polystyrene guard rails which provide a long straightaway for speed on one side; then the course significantly increases

CONTINUED ON PAGE 25



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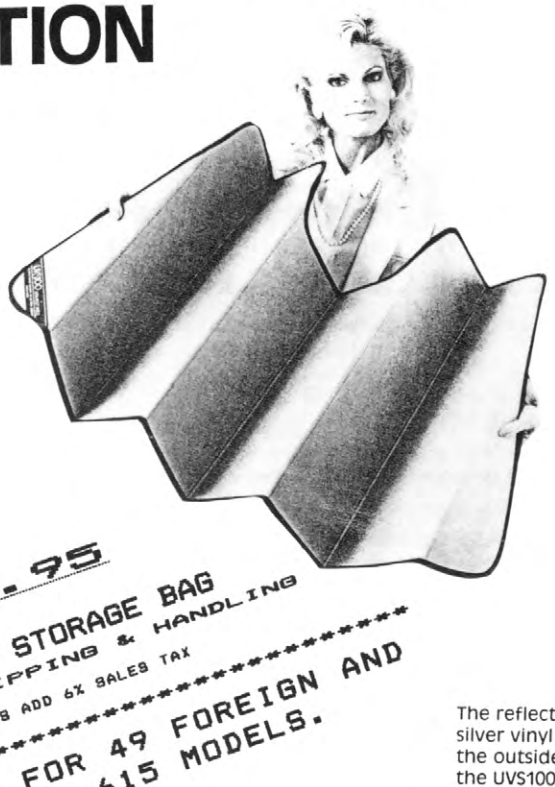
THE CONVENIENCE Easy to use, the UVS100 quickly accordian folds for handy storage so you can use it many times a day. The optional storage bag keeps your UVS100 clean, compact and close at hand.

THE PROTECTION The UVS100 Ultra-Violet Shield keeps auto interior temperatures lower, even when parked in the hot sun all day! Test results show that an unprotected dash may reach 175°F on a typical 100°F day. Installing the UVS100 can lower dash temperatures 50°F or more. Don't let the sun crack your dash—invest now in custom fit UVS100 protection.



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- ► All parts rust free
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GRAND PRIX *(FROM PAGE 23*

CHARLIE GERALDI

Ed Price, winner of Grand Prix – Men's Division and Regional Division.

CHARLIE GERALDI

Linda Buono, winner Grand Prix – Women's Division Trophy presented by Stephen Wynne.

KAY MYHRE

Charlie Geraldi and his two DeLoreans.

in difficulty. Bright orange regulation safety pylons challenge drivers down the back stretch. The announcer on the PA system amplifies excitement. Eleven cars are angle-parked in anticipation.

"Gentlemen, start your engines..."

Hands on controls, throttles in position, power buttons down, the minds of drivers (men, women, children) in intense concentration, helicopter lights flashing, music resounding in a festive atmosphere...the checkered flag waves and they are off!

"Gentlemen...start your engines..."

Pilots line up and are off the mark in a wheel-spinning grind! The DeLorean models thunder beyond the starting line. They bring their machines to critical speed. Coming down the lane, one almost slams into the barrier, but she pulls it out to safety. The cars are on parade now, 1st, 2nd, and 3rd positions are in close proximity, and the 4th is bringing up the rear. They are doing a terrific job.

CHARLIE GERALDI

Notice the concentration! Rendezvous for Grand Prix. Ed Bernstein, Mary Ruth White, Nissa Spurlin (seated), Ed Price, Charlie Geraldi, John Stiefel, Tom Long, Dev Michael (seated).

The Winners Circle

Regional Division
1st-Ed Price (NJ)
(Chapter 35)
2nd-Tom Long (GA)
(Chapter 5)

Women's Division
1st-Linda Buono (NY)
2nd-Nissa Spurlin (CA)
3rd-Mary Ruth White (TX)

Men's Division
1st-Ed Price (NJ)
2nd-Dennis Adams (WI)
3rd-Charlie Geraldi (NY)

Mixed Division
1st-Doug Adams (WI),
Nissa Spurlin (CA)
2nd-John & Penny
Stiefel (OH)
3rd-Todd Paquin
& Stacy (CT)

Parking Division
1st-John Stiefel (OH)
2nd-Doug Adams (WI)
3rd-Linda Buono (NY)

Slalom
1st-Dennis Adams (WI)
2nd-Todd Paquin (NY)
3rd-Charlie Geraldi (NY)

The first time around, the radio operators (drivers) make some mental notes of the track to get a better mental image of what's out there, get a feel for the curves, corners, rails, obstacles, and rough spots. There are no traction problems today—the track is dry. Drivers size up their competition. Alternating speeds, they consistently go deeper and deeper into the curves. There are no brakes to overheat, to be used up. Wait a minute...There may be some problems. I would say he is just back off the pace. He's weaving and swaying down the straightaway...Now he's pulling it together.

Another car spins out, the operator stalls (the operator, not the car!)—hands off the throttle, back up, start again. What tough luck—he's squarely in the middle of the racing lane tangled with another car. This could be disaster if they don't get those cars out of there. They are eager to get them moving. Well, you know the old saying, "It ain't over 'til it's over."

They untangle and they're off again. One car is having a problem going down the pit lane. Something is amiss. You

CONTINUED ON PAGE 38

EXPO 89

CONCOURS

BY KAY MYHRE

HENRY KEMPF

BEST OF SHOW

Classic simplicity reigns! Now comes a dream of a car! This is the most sensational DeLorean in the Expo '89 Concours. The beauty of original sleek and silver, stainless steel design is accentuated only by the red Expo '89 designer fashions worn by Henry and Carol Kempf of New York, "BEST OF SHOW" winners in Cape Cod, Massachusetts. Three-time winners, they have also won "Best of Show" at the National Conventions in Osage Beach, MO. and in Washington D.C. The beauty of pure brushed stainless steel is the DeLorean's unique attribute to automotive art. Once the Kempfs ultra-detail a car, you could eat lunch off the hood. What an opportunity for us to enjoy perfection! Ultimately, they capture the Grand Prize and experience the sweet melody of success.

ROBIN McNEILL

Concours Chairman, Dorothy Bradley, affirms this is the closest and most competitive contest since the inception of DeLorean Owners Association Concours events. If you would like to be a future Concours judge, please contact Dorothy for information.

Call (213) 377-9614
or write
7033 Purpleridge Drive,
Rancho Palos Verdes, CA 90274.

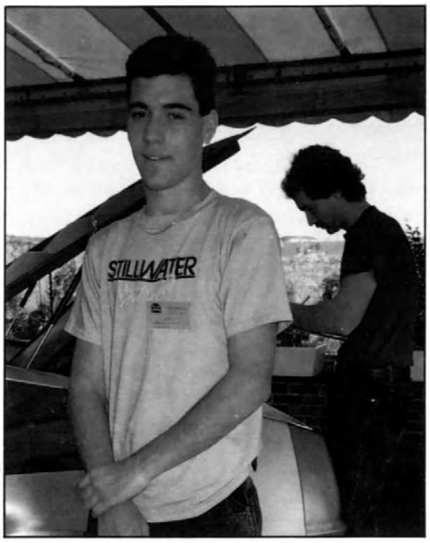
Cars entered in the Concours today are the finest. The standards are high. Powered by the motivation of the classic car owner, Concours participants meet outside the Concours Judging Arena. Early AM Saturday morning, they sigh, they stretch, and with polishing paraphernalia in hand, they open the hood, revealing immaculate engines. The owners want to know they have the best... and they do. They maintain and detail their cars themselves. They treat the leather seats, the dashboard, the door seals, etc., with appropriate protect-

KAY MYHRE

1st Place Concours Winners are Michael and Mary Ellen Vuckevich (NJ).

STEVE HEASLIP

Fred Vetter (DE) at the controls, Judge Phyllis Balderston.



KAY MYHRE

Youngest Concours entrant, Jason Sisto (RI), Judge Rob Grady.

STEVE HEASLIP

3rd Place Concours Winner David Lancaster (OH), Judge Barbara Lipana.

ants. The engine and undercarriage are spotless; even the tire treads are cleaned with Q-tips. All the not-so-readily visible parts are inspected as well. All Concours entrants are winners.

CONCOURS ENTRANTS

(Factory Original)
(Winners determined by point-judging criteria)

Best of Show – Henry and Carol Kempf (NY)

CONTINUED ON PAGE 31

EXPO 89

The David Baurle Tech Seminar

sponsored by the DELOREAN OWNERS ASSOCIATION and by DELOREAN IMPROVEMENTS of RADNOR, OHIO

Technical and maintenance experts are included in this list of instructors who so generously volunteer their time and expertise to share knowledge with inquiring minds. Simultaneous education at six different stations provides a lively setting with four DeLoreans and two meeting rooms. Initially assembling near the DeLorean Display Terrace, approximately one hundred seminar participants disperse to assigned areas, then rotate to include numerous topics. At day's end, they reconvene to summarize with questions, answers, and discussion. "Techies" pour themselves heart and soul into their work during this all-day, informative and fun session.

CONTINUED ON PAGE 31

BOB LONGUEMERE

Class on maintenance conducted by Mary Ruth White and Millie Bernstein.

A DELOREAN THAT TALKS?

Most people have heard cars that talk. They warn you that, "The lights are on," or "The door is open." But have you ever heard one say, "Where've you been? I've been waiting for you."?

Well, member Bob Evan's DeLorean says that and much more.

Bob displayed his talking DeLorean at our Northern California chapter's Lake Tahoe event several months ago and captured the attention of the attendees.

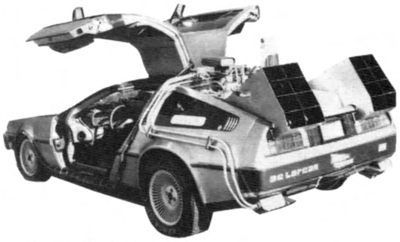
Unlike the typical computerized car voices, Bob's DeLorean talks in a provocative female voice. Open the door, close the door, turn the lights on, hit a bump, or experience any number of other "automotive events," and the car has something to say about it.

Evans reports, "What exists in the way of talking cars, leaves me cold. The DeLorean deserves something better than an android that bugs you."

Evans, an independent satellite communications engineer from California's Silicon Valley, developed the system in conjunction with an electronic toy firm.

"We're currently working on an array of personality modules," Evans states. "You'll be able to change your car's personality like you change a Nintendo cartridge."

—*Editor*



MAIN ATTRACTION:

Our resident movie critic suggests Back to the Future II starring Michael J. Fox, and once again featuring the DeLorean automobile.

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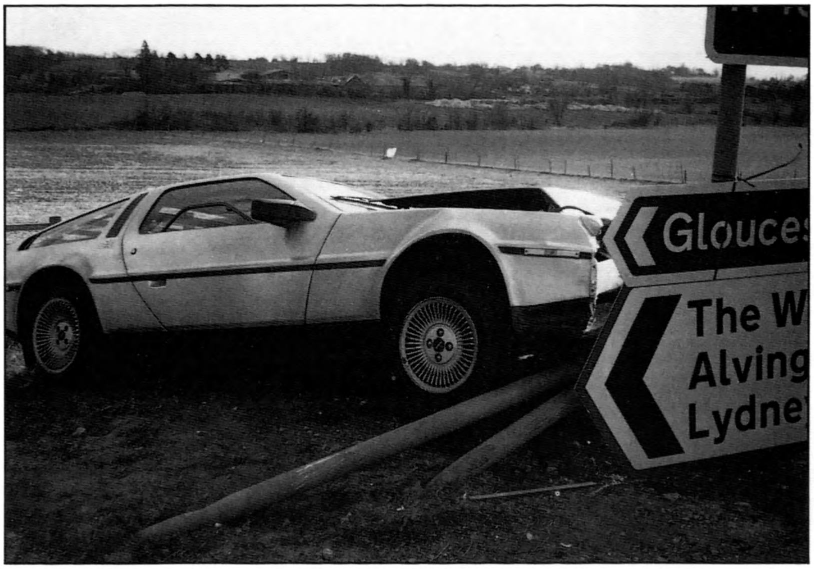
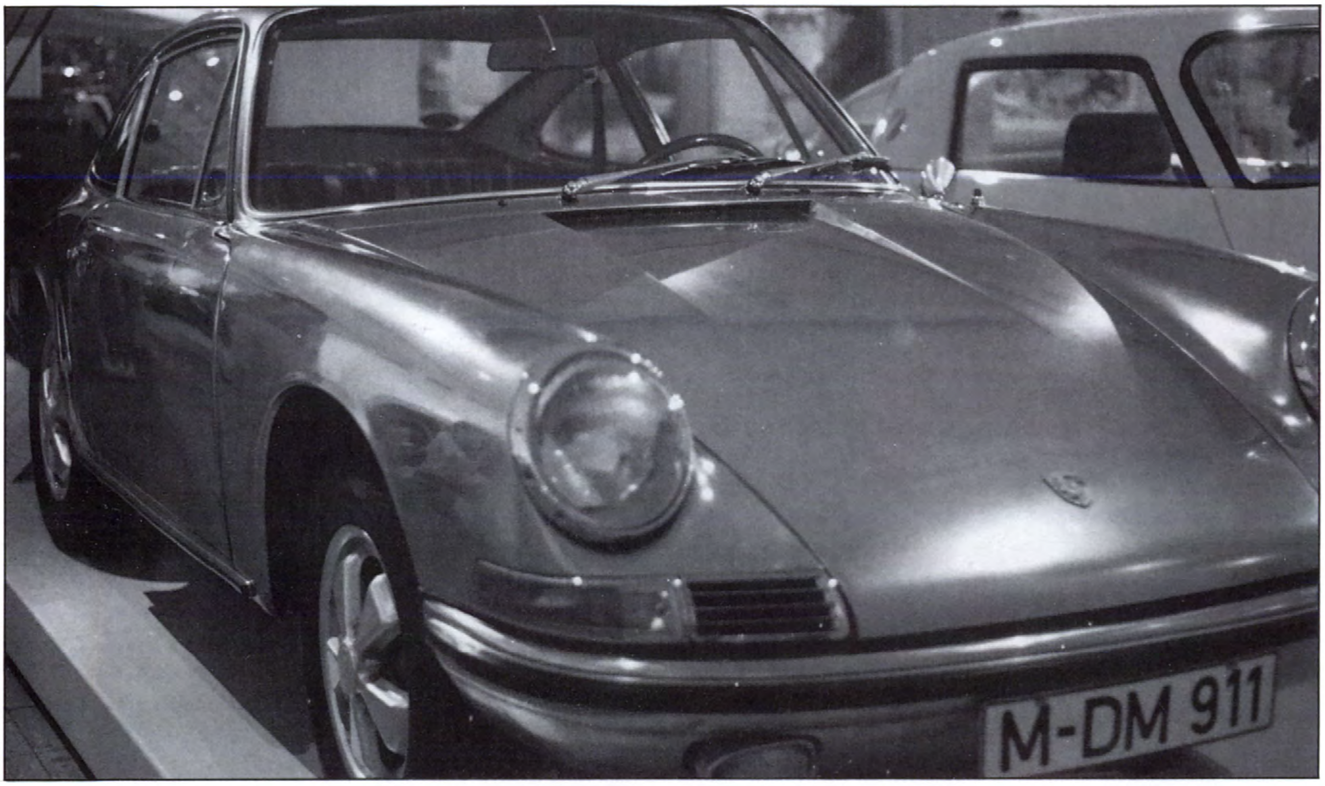


PRIDE & JOY

BY ALBERT SAUNDERS – England

In 1986, I purchased my first '82 DeLorean, with only 20,000 km on it. I was told it once belonged to the Saudi Royal Family, then imported to England by a British shipping magnate. I was very proud and happy to own such a fine motor car which is rare over here, and I was invited to many car shows to exhibit my pride and joy. 4,000 km later, in 1988, tragedy struck. I sneezed and the car went off the road, crashed into a sign post, and was claimed a total loss by the insurance company. It was a sad day. I am now once again the proud owner of an '81 DeLorean which I purchased in Indiana.

STAINLESS PORSCHE



BERT MIDDLETON

BY BRIAN MIDDLETON

On a recent trip to Europe, Teri Jennings, and Bert and Brian Middleton were doing what any good car lover does...visit car museums. While in the transportation section of the Munich Germany Museum, we were very surprised when we came across a stainless steel car, but it wasn't a DeLorean; it was a Porsche. The car had been driven 150,000 km but the body looked like new. We hope the *DeLorean World* readers will enjoy the photo, as this is the only photograph the museum officials would allow us to take.

MUSEUM DESCRIPTION

Porsche Stainless Steel Car, Dr. Ing, h.c.F Porsche KG, Stuttgart, 1967

A prototype based on a Porsche 911S was made to test how stainless steels can be worked for car bodies and how they prove themselves.

The cold-rolled sheet has been formed under deep-draw presses or by hand, welded under an argon gas envelope and then ground and brushed. During the seven-year period in which the car was used, it covered 150,000 km and the shine of the unpainted bodywork remained unchanged.

In motor vehicle construction, wheel caps, bumpers, trim strips, window frames, etc. made at that time in stainless steel, have meanwhile been replaced by plastic parts. Stainless steel is used today for silencers and exhaust gas purifying parts.

Engine	6-cylinder four-stroke engine with air cooling
Capacity	1991 cc
Output	118 KW (160 HP)
Weight	1030 kg
Speed	about 137.5 mph
Number built/date	1/1967
Specifications	bodywork in stainless steel 0.88 mm (material no. 1.4301) Iron 72.95%, carbon 0.05%, chromium 18.0%, nickel 9.0% floor panel and body frame in standard steel sheet

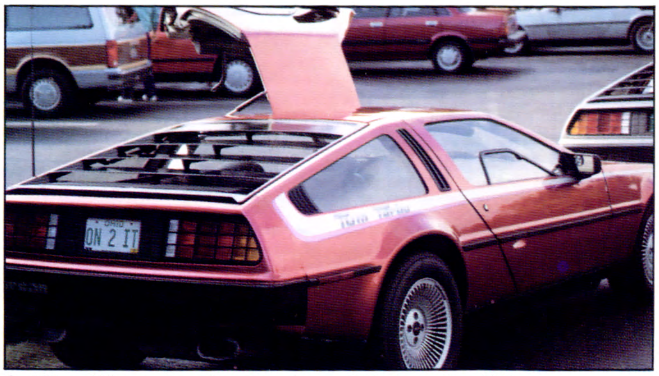
EXPO '89

PEOPLE'S CHOICE

FIRST PLACE

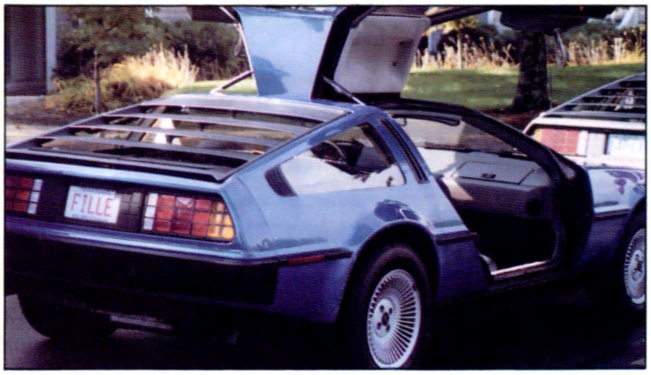
This is a real show stopper! The most striking Modified DeLorean and the 1st Place winner of People's Choice is David Colley's candy-apple red DeLorean driven here from Ohio. Winning choice is confirmed by Fox TV Broadcast Network reporter, wearing matching accessories.

STEVE HEASLIP



JON SPURLIN

3rd Place Winner, Proud owners Guy and Linda Avellon (OH).



JON SPURLIN

Phil Hughes' blue DeLorean from Martha's Vineyard.

People's Choice entrants have modified their automobiles. Visitors and spectators are given ballots to vote on their favorite. Many modified DeLoreans entering into the Expo '89 People's Choice division are interpreted luxuriously in rich colors, and with unique variations such as turbo-charged power, electronic devices, video installation, spoilers, and window etchings. *Editor*

PEOPLE'S CHOICE ENTRANTS (Modified Division)

(Winners selected by spectator ballot)

1st Place – David and Linda Colley (OH) (Candy-apple red)
2nd Place – Ronald and Nancy Church (MA) (Concours quality original, late entry)
3rd Place – Guy and Linda Avellon (OH) (Vivid metallic red with twin turbo)
Fred and Wanda Geraci (FL) (Window etchings)
Charles and Shirley McMillin (FL) (Bright white)
Eleanor Rogers (NY) (Turbo-charged)

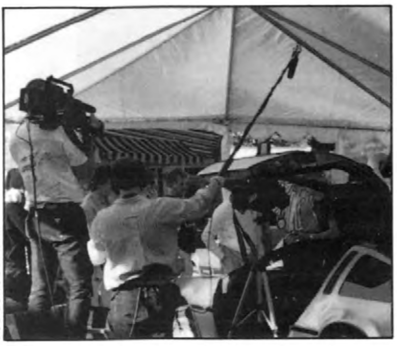
EXPO '89

Tech Seminar

(FROM PAGE 27)

BOB LONGUEMERE

Counter-clockwise from left: Servicing a door the Rob Grady Way; Fox TV news crew in action at the tech seminar; Top level conference on DeLorean interior door adjustments; "Professor" David Baurle on theories of rust prevention.


BOB LONGUEMERE

BOB LONGUEMERE

BOB LONGUEMERE

Expo '89 Tech Instructors

Jon Spurlin, Technical Director, assisted by Kjell Myhre

Instructor	Topic
David Baurle	Rust Prevention
Ed Bernstein	Console/Mode Control/Lambda
Millie Bernstein	Maintenance/Interior and Exterior
Ron Finelli	Door Adjustment
Rob Grady	Routine Engine Maintenance Window/Mirror/Door Adjustment
Charles Muffley	Carburetor vs. Fuel Injection
John Truscott	Door Adjustment
Harry Ward	Turbo Power
Mary Ruth White	Maintenance/Interior and Exterior
Stephen Wynne	Window/Mirror/Door Adjustment Easy Engine Adjustments

CONCOURS *(FROM PAGE 27)*

1st Place – Michael and Mary Ellen Vuckevich (NJ)
2nd Place – Todd DeNardo (NY)
3rd Place – David and Urai Lancaster (OH)
Brian Graifman (NY)
Jason Sisto (RI)
Fred Vetter (DE)
James Zane (NY)

CONCOURS JUDGES

Chief Judge – John Truscott
Car Placement – Kjell Myhre and John Truscott
Engine – Rob Grady
Undercarriage – John Cabral
Exterior– Dorothy Bradley and Gail Teran
Interior – Jack Balderston
Luggage Compartment – Lloyd Teran
Overall Attention to Detail – David Knudson
Technical Inspection and Tally – Phyllis Balderston, D'Anne Laster, Barbara Lipana, Wanda Martin, Kay Myhre, and Joan Truscott

DeLorean World 1990 Closing Dates

Submissions – Advertising, Manuscripts, Photographs

Issue Month	Closing Date
March '90	January 1
June '90	April 1
September '90	July 1
December '90	October 1

ELECTION REPORT

BY PHYLLIS BALDERSTON, SECRETARY

During the month of September, ballots for the Board of Directors were received from members all over the world. In compliance with the bylaws, ballots were counted by members Rich Purvis, and Kerry and Kristie Carmody.

"When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost •?"

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	2.	TECHNICAL OWNERS GUIDE Shows disassembly, repair and re-assembly procedures for almost all DeLorean components; includes testing procedures and diagnosis.	$34.50
	3.	TECHNICAL INFORMATION MANUAL Prepared by DeLorean Motor Company to assist in understanding the design and general operation of the DeLorean.	$28.50
	4.	PRELIMINARY SUGGESTED WARRANTY REPAIR TIMES Manual showing component codes and time for labor operations on the DeLorean. (Collectors item not up-to-date.)	$28.50
	5.	SERVICE BULLETINS	$28.50

a. SERVICE ORGANIZATION — (SO)	Contains general administrative items as they apply to service.
b. SERVICE TECHNICAL — (ST)	Contains items of technical nature.
c. SERVICE WARRANTY — (SW)	Contains warranty and service transaction matters – including safety campaigns and body leaks.
d. PARTS BULLETINS – (PB)	Contains parts and accessory updates.

	6.	DMC PARTS AND ACCESSORIES PRICING GUIDE Contains suggested retail and dealer net prices. (Collectors item, not up-to-date.)	$18.50
■ *New*	7.	DELOREAN WORKSHOP MANUAL Over 450 pages . . . supplements and expands upon book #2 above. Instructions are easy to read and illustrations are extremely concise.	$47.50

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In Remembrance of

JIMMIE J. HICKS

BY DAVID KNUDSON

I regret to inform you that the Association has lost one of its most enthusiastic and colorful members... Jimmie Hicks. Jimmie battled cancer for over 17 years and passed away recently at his Blue Springs, Missouri home.

Bordering on worship for our unique automobile, Jimmie's home was full of DeLorean memorabilia. His own car was like an advertisement for every DeLorean accessory ever made. In fact, after he'd bought and installed virtually everything available, he started creating, making and selling new ones. For example, the Air-DeLorean Aerofoil, Aeroskirts, etc.

I first met Jimmie while I was running a national event in Las Vegas many years ago. At that point, he was working at one of the big casinos so he volunteered to help me out by preparing and running the rallye. It turned out to be exceptional and flawless...no easy task. Since then, although his health was failing, he attended several national and local events and was well known by many of you across the country.

Jimmie willed his DeLorean to his daughter who now lives in San Diego. She has told me that she intends to keep it for her four-year-old son...an exceptional gift from an exceptional man.

Area Regional Chapter 12

by Kay Myhre

Chapter 12 hosts summer picnic with 75 members playing chess, checkers, badminton, croquet, bingo and Pictionary, along with flying colorful kites and "driving" a radio control model car. Dev Michael (Coordinator) and D'Anne Laster (Activities) kept everyone so entertained and involved that attendees did not spend the usual hours checking out the individual personalities of each other's DeLoreans. Now, that's unusual!

The Palm Springs Holiday weekend at the Erawan Garden Resort includes technical seminar, Tour D'Elegance, shopping, photo session, and special treat – Santa Claus.

Checkers
Checkers

Family picnic in the park.

Klaus Ober and Family.

Area Regional Chapter 2

by Aldo Buono

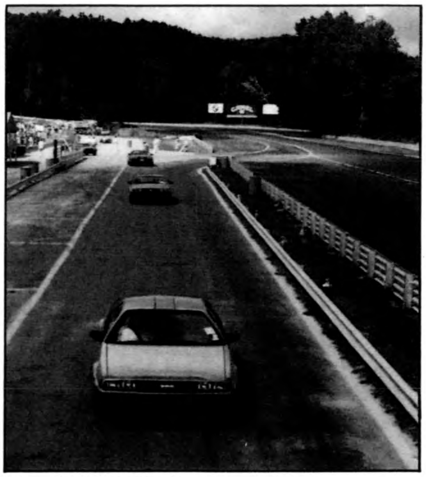
Good times on the Chesapeake — nine DeLoreans—Wow. The turnout at the Klimes cottage was great. Members in attendance were Michael Barnes, Aldo Buono, Joe & Terri Fidelli, Ron Finelli, Ron & Linda Klimes (our gracious hosts), Bernie & Nancy Smith, Charlie & Gladys Muffley, Lorraine & Renee Heinrich, and Bill & Linda Antrim. First stop was Schaeffer's Canal House in Chesapeake City, MD for a business meeting, then off to the cottage for lots of tech talk and actual work on cars where the Finelli-Barnes technical team adjusted several throttle cables. Thanks also to Charlie Muffley who just happened to have some spare parts in his trunk. Then some of us braved the jet ski—lots of sore muscles the next day.

In September, we drove our cars to Duryea Days, an antique and classic car show and county fair to help support the Boyertown Museum of Historic Vehicles, Boyertown, PA. And we are touring the C-5B, the largest US cargo aircraft at Dover Air Force Base, organized by Fred and Phyllis Vetter. Several members attended the National Convention in Cape Cod, MA in October.

Area Regional Chapter 35

by Gail Geraldi

Chapter 35 takes laps around famous Lime Rock Race Track in Connecticut. It was a very exciting day as we drove our cars on the track and let them loose. Many people admired our DeLoreans as we displayed them in the exotic car area. Nearby was a car of special interest to DeLoreans—a Renault Alpine which was used as the test bed by Legend Industries for the DeLorean turbo-charged engine. The engine was beautifully laid out, and what was especially nice was seeing the Legend and DeLorean Marque on the air manifold casting. See "Calendar" for future events. We have a great chapter so let's get involved!



Lime Rock Racetrack.

JOBS *(FROM PAGE 11)*

Mr. Magnan said: "Terrorism did not influence our decision. It is very different when you look at it on television and when you are in the country.

"It raised some questions at the beginning about whether we should come or not. We came before making a decision and then we found it was not a major problem."

Plant means bargain for taxpayer

If all goes well the 1,000 new jobs at Dunmurry will cost the taxpayer about £30,000 each to create—about a third of the cost of those in the ill-fated DeLorean enterprise.

And with the superior pedigree of Ford and Montupet, the new jobs should have very much greater chance of long-term survival and carry less risk of an escalating drain on the public purse.

The French aluminum casting project is the biggest single deal ever secured by the Industrial Development Board—DeLorean was negotiated by the IDB's forerunner, the Northern Ireland Development Agency, part of the Department of Commerce — and was won after one of its toughest battles against fierce international competition.

The French company and its backers are putting up well over half the £90 million the project will cost but although generous grant aid and the existence of a suitable factory just waiting for a new occupant were powerful inducements for a company in a hurry, Montupet insisted yesterday that they were not its main reason for choosing Northern Ireland.

The reputation of the Northern Ireland work ethic and the ready availability of labour and the favorable impressions of the Province gained by executives who lived here while assessing the option were major influences.

It is understood that the French company wants to recruit a mainly young work force and train it in its methods—so the project may not hold much hope for skilled mature workers losing their jobs at Harland and Wolff or Shorts, but those with knowledge of foundry techniques will be in demand. Montupet is a world leader in the production of cast aluminum components for the car industry and its contract to supply cylinder heads for Ford's new lean-burn engine will give Northern Ireland a front-line position in the motor industry into the next century.

Montupet produces a range of high-finish aluminum products and, with an increasing use of the material by motor manufacturers, it is well established in a world market that is set to keep growing for the foreseeable future, with prospects for increasing demand for products made at Dunmurry and at the second smaller factory unit planned but not yet located.

Although it had a high reputation, Montupet faced difficulties during the early 1980's. In July 1986, however, its management team bought Montupet out and since then it has gone from strength to strength.

In 1986 it had a turnover of £73 million, producing a profit of £4.5 million. Next year its turnover is forecast at £123 million with a profit of around £10 million.

Although the near certainty of the French company coming to Northern Ireland had been well-known for several months, IDB officials and Northern Ireland Office ministers were cock-a-hoop yesterday at being able to make the announcement.

Completed DeLoreans at the assembly plant.

Following just weeks after the announcement that Korean electronics company Daiwoo is to set up at Antrim,Secretary of State Tom King said he was delighted at this further good news.

Industry Minister Peter Viggers said all associations of the factory with DeLorean should be forgotten. Montupet was a major European company which would have a stable, long-term relationship with Northern Ireland, he said.

Describing the Montupet management as "excellent people to deal with in every way," Mr. Viggers said he had been very impressed by their determination to follow the project through once they had established that Northern Ireland was a good place to do business.

Mr. Viggers said the Government's training centres and schemes would be put at the disposal of the company to help create its workforce and this training had been an important part of the package offered to the company.

The Dunmurry factory offers nearly half a million square feet of space and Montupet hopes to start production in a little over a year, reaching its target output of 120 tons of castings a day by 1994. The workforce of 920 will be built up over the next five years. The separate tool-room operation located elsewhere will employ 110.

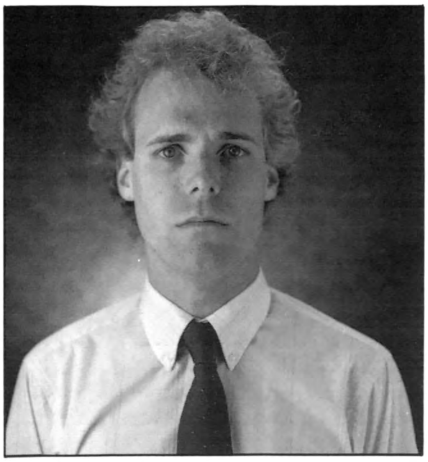
The plan will supply not only Ford's new Zeta engine factory but other leading car makers in Europe such as Renault, Peugeot, Saab, Fiat and Opel.

It was the Ford connection, however, that brought the plant to Northern Ireland. Last year Mr. King met with Bill Hayden, vice-president of Ford in Europe, about the possibility of establishing some of his component manufacturers in Northern Ireland. As a result, contact was established between the IDB and the Montupet management. Yesterday morning Montupet chairman Stephane Magnan said he believed Dunmurry was the best site in Europe for the new operation.

ABOUT THE DESIGNER

Erik Pedersen Graphic Design

BY KAY MYHRE



Traditionally creative, the staff of Erik Pedersen Graphic Design is a winning team. For while it's true our honored designer and *DeLorean World* staff create a grand magazine, and while it's true the staff is exquisitely attentive, most of all they portray style. We have in common, a love of classic design.

The executive director, Erik Pedersen, is the driving force behind the company. He has that special ability to focus, to concentrate intensely on intriguing projects.

The twin passions of his life are music and art. For each of these, he has rare gifts. Even as a child, he could play every musical instrument he touched, and today he plays guitar, flute, saxophone, piano, clarinet, and percussion. For a time, he played professionally, and it was a major decision to pursue graphic art, photography, and publishing as his chosen career. His eager, artistic nature and his entrepreneurial spirit led to the formation of "Erik Pedersen Graphic Design."

When Mr. Pedersen was asked to comment on his very first job, he glanced out of the corner of his eye, with a slight smile, "I had a newspaper route." So you see, he's been in the publishing business for quite some time…

Having obtained his graphics art degree, he later tried his hand in several phases of the publishing world. His real education, however, consists in meeting a client and knowing instinctively what to project to the reader.

"We design for visual spaces," he comments. "Photography and art—I have never really seen the line drawn there. Photography always seems to blend in with design. Graphic design seems to come under the general heading of visual space relationships creating basic images. There are visual style constraints and editorial constraints."

"We are really multi-media here. We work with line, texture, all the techniques that are at hand for the print medium. Photography is just another avenue I feel very qualified for because of art training and a highly-groomed artistic eye."

He continues, "In the business world, an artist's best solution could be someone else's headache. If you are working with a physical solution, the answer is more clear cut. Basically, what we are working with is non-functional matter: collector value, human interest, group interest, information tool, and enjoyment."

Erik Pedersen Graphic Design has worked with many of our advertisers in developing their ads for DeLorean World. If you desire assistance, they are a talented resource.

The evolution of DeLorean World is from insider interest newsletter to a newsstand-quality publication with international appeal. There is more than a passing interest in the portrayal and development of grand automotive art, the DeLorean.

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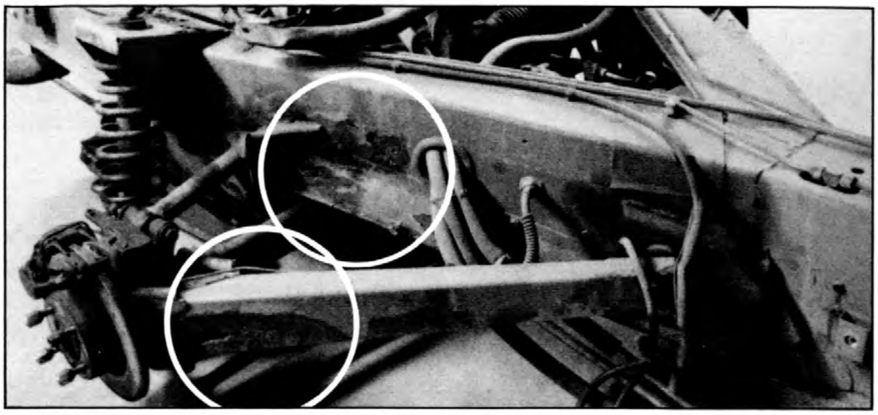
KI-24 EMI/RF SHIELDED ENCLOSURES
Windplayer
WYNTON MARSALIS
JELLY BEAN
HORIZON
Health Evaluation
Sports Injury Clinic
WEISER LOCK
Opening Night at City Lights
VIP

RUST NEVER SLEEPS

by Bruce Benson, (Chapter 3 Coordinator)

When one of my daughters was a teenager, she had a favorite record album titled "Rust Never Sleeps" by Neil Young. A title like that shouldn't mean much to a DeLorean owner, or so I thought until a few weeks ago. I now must admit Mr. Young was right and it took a call from Paul Cerny to point this fact out to me.

Paul discovered serious rust damage on his DeLorean frame and was seeking opinions on which direction to take regarding repairs. Another Chapter 3 member, Don DeBolt, felt it was beyond repair. After inspecting the damage myself I had to agree with Don. Paul made the vote unanimous and he ordered a new frame.



Paul's car was driven through several Minnesota winters by its previous owner and Minnesota uses tons of salt on its highways every year. Our inspection revealed some shocking discoveries. The frame is constructed of pretty light material. It appears to be mostly 12 gauge metal with some 10 gauge in the center backbone section. 12 gauge material is slightly less than 1/8 inch thick. 10 gauge is slightly thicker than 1/8 inch. This means it can't withstand much corrosion before it's seriously weakened. The powder coating on the frame is quite brittle and chips and cracks in time. When corrosion starts in one of the chips or cracks, it works its way behind the coating. The coating itself is an epoxy type that withstands corrosive attack so the dirty work is going on out of sight, behind the smooth grey finish. We found large areas of coating that appeared to be loose and when we peeled them off we found oxidation had eaten the metal so badly that we could push a screwdriver through the frame. The front spring towers had several holes rotted through them and the attachment points for the rear upper control arms were so bad we were surprised the suspension hadn't collapsed. One rear trailing arm even had holes rusted through it.

Paul ordered his new frame from the Kapac Parts Depot (they now have 11 manual transmission frames and 20 automatic frames left). He raised his car and installed jackstands under both the frame and the body. He then proceeded to sever all lifelines connecting the chassis and engine to the body. This involved purging the air conditioning lines, water hoses, brake and clutch hydraulic lines, and all electrical connections had to be unplugged. The steering intermediate shaft had to be disconnected as did the fuel filler hoses. The rear fascia was also removed. At this point Paul called for reinforcements. Another DeLorean owner, Keith Kluas, and I loaded our jacks and jackstands in our cars and headed for Paul's garage. We decided the best plan of action, given our limited equipment, was to lower the frame with floor jacks and wheel it out the rear of the body which would remain supported by jackstands. The front suspension components (upper and lower wishbones, spindles, rotors, tie rods, etc.) wouldn't clear the jackstands under the body so our first task was to remove these items. After finding a few more odds and ends that needed disconnecting, it was really quite easy to lower the chassis and wheel it out from under the body. We then set the two frames side by side so Paul could swap components from the bad one to the new one. By the time this reaches print Paul will be back on the Minnesota SUMMER highways.

I've noticed the late model DeLoreans had their frames undercoated. Another Chapter 3 member, Bob Week, drives his DeLorean in the winter, but religiously inspects his frame and applies a corrosion-blocking coating to any suspect area. I would like to emphasize the importance of inspecting the frame on your DeLorean or any DeLorean you are considering purchasing. I wouldn't have believed how susceptible to rust the frames can be. All of the hollow areas should be kept clean. I've heard recommendations involving spraying these areas with a lubricant, but oily substances end up with dirt stuck to the area they were applied to and the dirt can absorb and hold moisture. I think simply spraying them clean with a hose while washing the car, followed up by regular inspections, is best. Any suspicious areas should be wire-brushed, treated with a rust converter, such as EXTEND, and then painted with DeLorean frame coating, parts #109264 and #109265, which are epoxy components that must be mixed.

Kapac said frame sales have been practically nonexistent so far, but I can't believe Paul's car is the only one to have developed this rust problem. We're into the eighth or ninth year on these cars and the poorly maintained ones are going to begin to show there was neglect. I may be doing an overkill but I go under my car each spring, when it comes out of storage, to check chassis fasteners such as trailing arm bolts. As long as I'm under there, I take a bottle of Armorall and a few rags and make the underside look showroom-new.

Bruce Benson (Chapter 3 Coordinator).

COMPONENT CHART

by Joe LoRé, Technical Director, Chapter 5 (DeLorean Services, Peachtree City, Georgia)

When I was asked to submit a technical article for DeLorean World, I decided that the most useful single item that I could submit would be a modified version of my "Component Failure Chart" that I have been researching for the past five years. When I started my business, "DeLorean Services," I thought that it would be important to keep records on how, when, and why certain components fail and what could be done to prevent them from failing again. If you are a long-time DeLorean owner, you have probably repaired or replaced most of the items listed. If you have recently purchased or intend to purchase a DeLorean, you certainly will want to check out this information. The ten most important items are listed with details on the symptoms that appear prior to failure. To help you find the parts listed, I have included the part location and part number according to the DeLorean Workshop Manual.

1. Oil Pressure Sealing Washer *(1-2-0) ITEM 4 Part #102461.* If your oil pan is black with oil, most notably toward the left side of the pan, check to see if there is wet oil around the oil sensor. If so, the copper sealing washer needs to be replaced.

2. Fuel Pump *(2-1-0) ITEM 49 Part #100052.* If you find it very difficult to start your car when the engine is still hot, the problem is most likely the fuel pump. All pumps prior to VIN #10000 had a design defect. Bosch, who builds the pumps, redesigned this pump, and, after replacing more than forty-five of these updated pumps, I have had no failures.

2A. Fuel Accumulator *(2-1-0) ITEM 39 Part #100519.* Ten percent of the hot start problem in the previous item may also be caused by the accumulator. This component is well hidden inside the steel backbone and is only accessible through an access hole just ahead of the leading edge of the transaxle. A fuel injection test kit will help to localize this problem.

3. Ducellier Alternator *(3-2-0) ITEM 1 Part #102425.* DeLorean engineers caught this problem before it went too far. VINs 500-4539 had this 80 amp alternator installed with a resulting 96% failure rate. The 90 amp Motorola #90A or Velo #9AR are a logical replacement. If you have a VIN # previous to 4539, check to see if you still have a Ducellier. If you do, replace it now.

4. Luggage Compartment Release Inner Cable *(8-4-2) ITEM 56 Part #D600572 (not illustrated).* This cable will fail sooner or later. When it does break, getting that lid open is an art. An emergency back-up cable, which can be purchased from Teri Jennings, should be installed in addition to the stock cable.

5. Mode Control Switch *(7-3-0) ITEM & Part #100752 (D600752).* If no air blows out of the center vents, you have a defective mode switch. Replace the entire switch with a new one. Getting to it is much easier said than done.

6. Trailing Arm Pivot Bolts *(5-3-0) ITEM 25 Part #106883.* This component, which holds the rear suspension to the chassis, was not tightened to specs out of the factory on at least 50% of the 8500 cars produced. Failure of this part could be fatal. Visual inspection will reveal a problem, and while you are in the area, check the two smaller bolts which hold the bushing in place.

I have found 65% of these bolts to be loose. Additionally, the main battery ground cable is secured to the chassis by one of these bolts (right side). The cracking sound you hear when pulling in or out of your driveway comes from this area and, believe it or not, indicates that this bolt is tight. The design of this fastening system leaves much to be desired. DeLorean Improvements, Inc. of Radnor, Ohio, has a kit which is supposed to double the load capacity of the pivot bolt This sounds like a good idea to me.

7. Clutch Plate *(4-3-0) ITEM 7 Part #102512 or 109600.* Both the clutch plate and slave cylinder have high failure rates. The original plate, also called a disc, will wear out sooner than you think, even if you're a good driver. When you find the clutch does not grab until the pedal is almost completely up, you are not far away from a disc replacement. As any mechanic will tell you, as long as the transaxle is down, you should also replace the pressure plate, release bearing, and pilot bearing.

7A. Clutch Slave Cylinder *(4-4-1) ITEM 3 Part #100843.* If you have hard shifting or "gear clash" with the pedal to the floor, your slave cylinder is probably at fault. Wetness around the rubber boot of this part indicates that it is close to complete failure. If this problem seems heat related (gear clash only when the engine is hot), your plastic clutch line needs to be replaced with a metal one. A solid tube type line similar to the brake lines will correct the problem. The stainless steel replacement (D608637), although more expensive, is much easier to install.

8. Door Gas Struts *(8-4-0) ITEM 1 Part #100592.* How about a 100% failure rate on this item. Actually, they don't fail; they just lose their holding power. If, at any time, the torsion bars were adjusted, they will have to be re-adjusted when you install the improved version. If your strut is labeled "Lift-O-Mat," it is an original and needs to be replaced.

9. Fuse #7 *(3-7-4) part of ITEM 1.* Check this fuse and the area where it plugs into the fuse block. If there are signs of overheating or melting, replace it with an in-line type fuse. The fuse is labeled "ENG. CONTROL" and is wired across the fuel pump, Lambda system, and the control pressure regulator. If this situation exists, you will find the wires leading to the fuse are also burnt. Be sure to cut the wires back just past the damaged section. I also recommend that all DeLorean owners remove the plastic fuse box cover and store it elsewhere in the electrical compartment. Several of the fuses generate heat and need ventilation in an area which is already very warm. It is my belief that this fuse area may be responsible for vehicle fires.

10. Heater A/C Tube Seal *(7-1-1) ITEM 19.* If you feel cold air blowing in the area just above the accelerator pedal when the heater is on, follow the path of the cold air. It will lead you to a foam rubber seal which is attached to the lower heater A/C case adjacent to the front fire wall. A dab of glue would do the trick. Unfortunately, working in this area is almost impossible. I have found that stuffing foam rubber between the fire wall and the seal will do the job.

I'll close by reminding you to use proper replacements. Fifty percent of my DeLorean servicing is correcting problems created by improperly installed or incorrect parts. With over 2,200 production or part changes from the first to the last car, it is extremely important to use the right parts. I deal with many DMC vendors, and I'd like to thank the staff of DeLorean One for all of their help in my business. They're number "One" in my book. If you need more information, please call me.

P.S. I own DeLorean VIN #3370.

GRAND PRIX *(FROM PAGE 25)*

can't go into the pits that fast! You can see today will not be this driver's day. Pitside today is Dev Michael, Area Regional Chapter 12 Coordinator (So.CA), computer expert and model car mechanic extraordinaire. Look out Dev!

On track, trying to close in, time running out, trying to gain a second or two in the last lap, one car is just a little bit too aggressive—his payback is the wall! He smashed out of the race and came back. What fortune! Others are not so lucky.

Here we are–the final lap, up to the midnight hour. Ed Price of New Jersey (Chapter 35) is putting in one of his all-or-nothing laps. The expert drivers hear every mechanical sound in their cars. In a few seconds, the game is over. The winners cross the finish line in a flash.

18 trophies are presented. What an event we've had today!

The winners worked their way up through the ranks on their way to the top. They have what is called "driverability"...(or luck!) There is tremendous applause and cheering from the spectators here at the DeLorean Model Car Grand Prix in Cape Cod, Massachusetts.

LOVE *(FROM PAGE 13)*

Or maybe it's because of DeLorean, himself, the silver-haired maverick who beat charges that he embezzled $8.5 million in investors' money and tried to distribute 55 pounds of cocaine.

Many association members admire the man as much as they admire his car.

"He's a wonderful man. I can't say enough about him," says Shirley McMillin of Panama City, Fla.

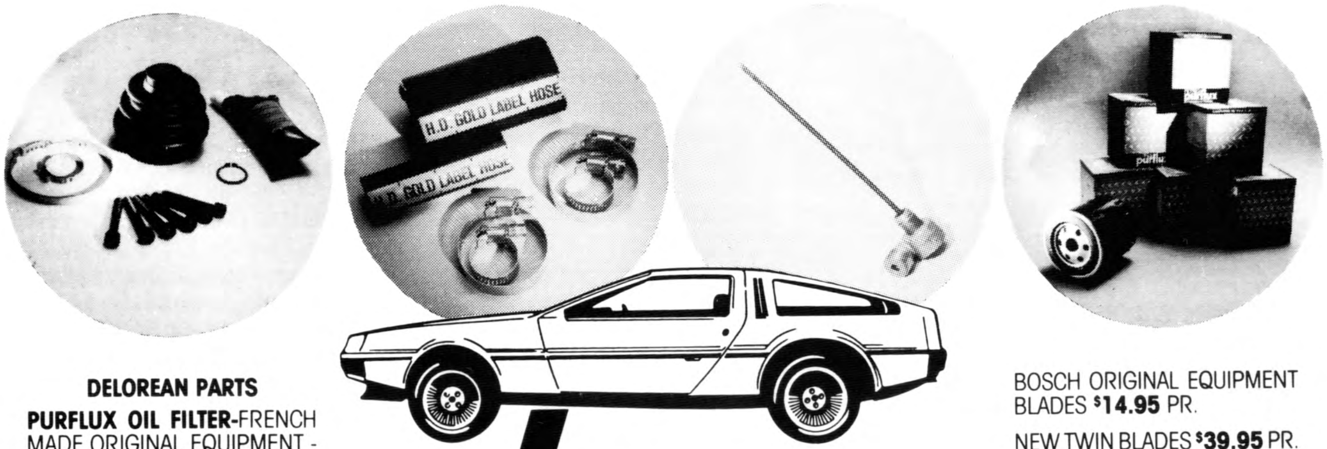
Mrs. McMillin and her husband, Charles, met DeLorean at an Alabama health spa. They talked with him for several hours. Charles McMillin believes the FBI framed DeLorean.

Along with the mystique, there are the myths. The car isn't as fast or as expensive as most people think.

"I've driven Porsches and Corvettes," says Hughes. "This is a real comfortable ride compared to them. It's not as fast, but it looks faster."

Hughes "stole" his DeLorean for $10,500, but they can regularly be bought for $20,000.

"People think they're $100,000 cars, so you just don't say anything," he says.



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TECHNICAL INDEX AND CHRONOLOGICAL SEQUENCE OF DELOREAN WORLD

Compiled by Dick Shipman and Kjell Myhre

You will note in some issues the volume and book or number are not in sequence. The correct chronological sequence is indicated by numerals (1) through (22). There are multiple technical questions and answers in many issues. *—Editor*

- (1) **Vol. 1, Book 1, August, 1983**
  - Emergency Hood and Engine Compartment Access
  - Armrest Extension Protection - 1981 Model
  - Door Lock Setting Procedure
  - Frame Dimensions
  - Interchange Parts
  - Driving Light Installation
  - Automotive Metric Conversions
- (2) **Vol. 1, Book 2, Winter, 1983**
  - Installation of the Angle Drive Water Shield Kit
  - Manual Transmission Gearshift
  - Linkage Adjustment
  - Glove Compartment Reinforcement
  - Engine Stalling on Curves or Uphill Grades
  - Taillight and Stoplight Failure
    - Flat Tire Storage
  - Recommended Lubricants, Fluids and Capacities
- (3) **Vol. 2, No. 1, Spring, 1984**
  - Cooling System Maintenance
  - Replacement Keys
  - Relay Identification
- (4) **Vol. 2, No. 2, Summer, 1984**
  - Stoplight Switch Replacement
  - Make Your Own Adjustable Clutch Linkage
  - Light Bulb Interchange
  - Increasing Mirror Visibility
  - Frozen Throttle Cable
  - Fascia Repair and Refinishing
- (5) **Vol. 2, No. 3, Fall, 1984**
  - Care and Maintenance of Speedometer Cable
  - Steering Column Lubrication
- (6) **Vol. 2, No. 4, Winter, 1985**
  - Intermittent Taillight Failure
  - Correcting Door Water Leaks
- (7) **Vol. 3, No. 1, Spring, 1985**
  - Improving Electrical Ground Connections
  - Lubricating Upper and Lower Ball Joints
- (8) **Vol. 3, No. 2 Summer, 1985**
  - Elimination of the A/C Heater Control Lights During Daytime
  - Modifications to the Fan Fail System
  - Engine Component Locations
  - Safety Check - Rear Suspension Trailing Arm Bolt
  - Replacement of Rear Transaxle Boot
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- (9) **Vol. 3, No. 3, Fall, 1985**
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  - Safety Tip - Wheel Nut Tightening
  - Replacement of Impulse Coil Inside Ignition Distributor
- (10) **Vol. 3, No. 4, Winter, 1986**
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  - Reducing Engine Wear
  - Eliminating Rear Axle Clunk Syndrome
  - Installation of a Manual Cooling Fan Override Switch
- (11) **Vol. 4, No. 1, Spring, 1986**
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  - Modification of Interior Lamps Delay Unit
  - Fuel Gauge Sending Units Recalibrated
  - Solar Electric Generator for Battery Maintenance
  - How To Improve Rear Vision in a DeLorean
  - DeLorean Wiring Diagram
- (12) **Vol. 4, No. 2, Fall, 1986**
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  - Workshop Manual Supplement - Electrical System
  - AC Panel Light Modifications
  - Custom-Designed Springs for Lowering the DeLorean
  - Fuel Pump and Inertia Switch Wiring
- (13) **Vol. 4, No. 3, Winter, 1987**
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  - Improved Lamp Delay Module
  - The Importance of Service-Trailing Arm Bolt
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  - Unique Ingredients of the DeLorean Automobile
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- (15) **Vol. 5, No. 1, Summer, 1987**
  - DeLorean Automatic Transmission Computer Governor Failures
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  - Enlarged Wiring Schematic for Door Lock and Brake Systems
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- (19) **Vol. 5, No. 5, Summer, 1988**
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  - DeLorean Cruise Control Installation
  - Removable Steering Wheel Adapter Installation - The Ultimate in Security
- (22) **Vol. 6, No. 4, Summer, 1989**
  - Fuel Tank Contamination
  - DeLorean Motor Car Fuel Pump Replacement Procedures
  - Bolt-On Performance for DeLoreans - Custom Muffler

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Now, you can make sure your magazines don't get dog eared or lost. You can even index them for important technical articles. A full library of DeLorean Worlds will also be invaluable if you ever sell your car.

Each binder is **$14.95,** plus **$1.75** each shipping and 6.5% tax if you live in California.

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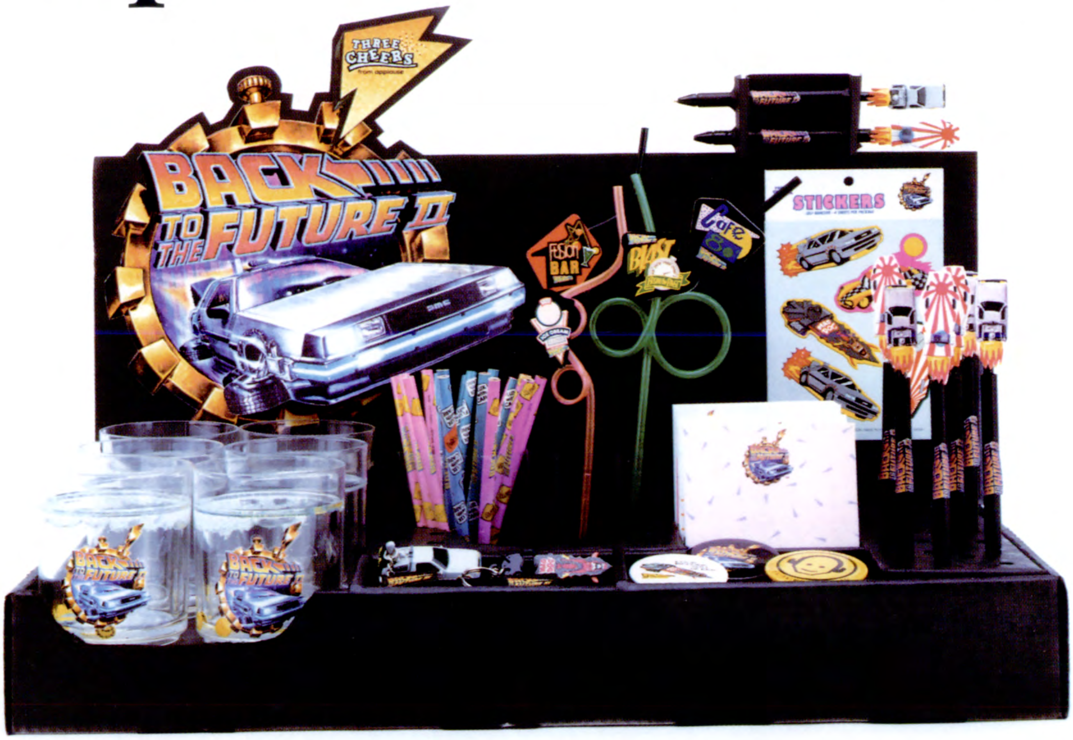
SPECIAL HOLIDAY OFFER!

This offer is good only up through Jan. 31 of this year. Get 2 Free Binders when you order a full library of all 22 back issues of DeLorean World @ $6 each for a total of **$132. You'll save nearly $30.00!**

DELOREAN OWNERS ASSOCIATION

The Limited Edition "Back To The Future II" Complete Collector's Kit...



Order Yours Fast!

The other day, a baseball card sold for $5,000, a cereal box for $11,000. Why? Because, few were printed and fewer yet exist today.

Through a lot of detective work, we were able to get a few of these complete souvenir movie kits. Will they be worth thousands one day? Could be.

In this kit, you will get all kinds of pens, pencils, silly straws, stickers, buttons, notepads, keychains and more. 17 pieces in all (Displays are not available).

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$58.65 Plus $4.75 shipping
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Offer subject to availability. Prices subject to change.

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Canoga Park, CA 91304
call (818) 341-1796

In Texas
10804 Roark Road
Houston, Texas 77099
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DELOREAN ONE

CLASSIFIED

Send ad with membership Number to:
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WANT TO BUY A DELOREAN AUTOMOBILE? Call for our **FREE** computerized list of "DELOREANS FOR SALE" around the nation. DELOREAN ONE, 10804 Roark Road, Houston TX 77099. Tel. (713) 568-9573.

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SPEEDOMETER on your DeLorean not working? New angle drives available now! Only $89.00 each plus $3.00 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 9006 Owensmouth Ave., Canoga Park, CA 91304. Call one of our toll free Hotlines (800) DMC-HELP (800) USA-DMC1 or California (818) 341-1796 or Texas (713) 568-9573.

FOR SALE – DeLorean. 1981 (late). 5-speed. Silver. Gray. New tires, window motors, gas struts, door mouldings, dash cover, car cover, extra filters. Updates. Garaged. 23,000 miles. Great car. $21,000. (919) 683-2020 or (919) 383-2020.

FOR MEMBERS ONLY – DeLorean World back issues for $6.00 per issue plus tax and shipping. Send list of back issues you desire; be sure to include season and year, Vol. and No. to DeLorean Owners Association Products, 8900 Oak Park Avenue, Northride, CA 91325.

COLLECTOR'S ITEM – Red (with silver DeLorean) long-sleeved Cape Cod DeLorean Expo '89 sweatshirt; washable. SM-XL $22.50; Long and XXL $24.50 p[lus tax and shipping. DeLorean Owners Association Products, 8900 Oak Park Avenue, Northridge, CA 91325.

NEW CAR DISCOUNT BUYING SERVICE. – Domestics – $150 over dealer invoice. Imports – best percentage under sticker price. Free INFORMATION. Aldo Buono, Network Service Line, 673 N. 15th St., Philadelphia, PA 19130.

COOLANT BOTTLE CRACKED? If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only $139.50 plus $6.50 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 9006 Owensmouth Ave., Canoga Park, CA 91304. Call one of our toll free Hotlines (800) DMC-HELP (800) USA-DMC1 or California (818) 341-1796 or Texas (713) 568-9573.

FOR SALE – DeLorean. 1981. 5-speed. Gray interior. Always garaged. Completely original. Very clean. Well maintained with records. 14,500 miles. $18,000. Call (508) 394-1273.

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Debbie Spurlin, Products Director, modeling

DELOREAN
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DeLorean

EXPO '89
Collectible Sweatshirt

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

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California EPA Approval Pending

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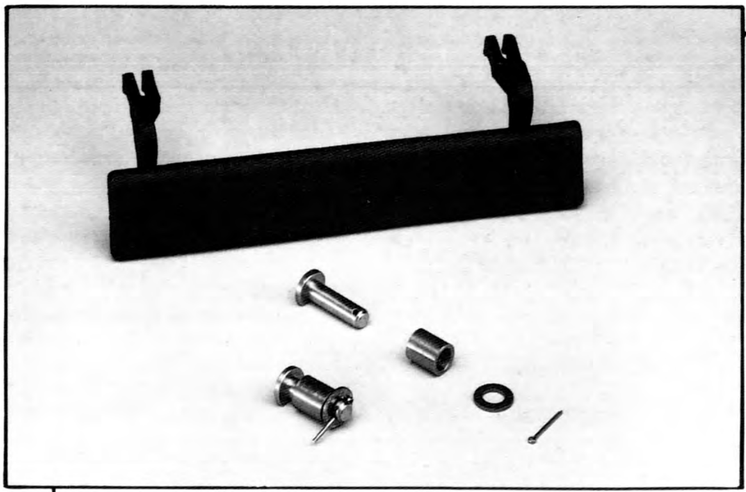

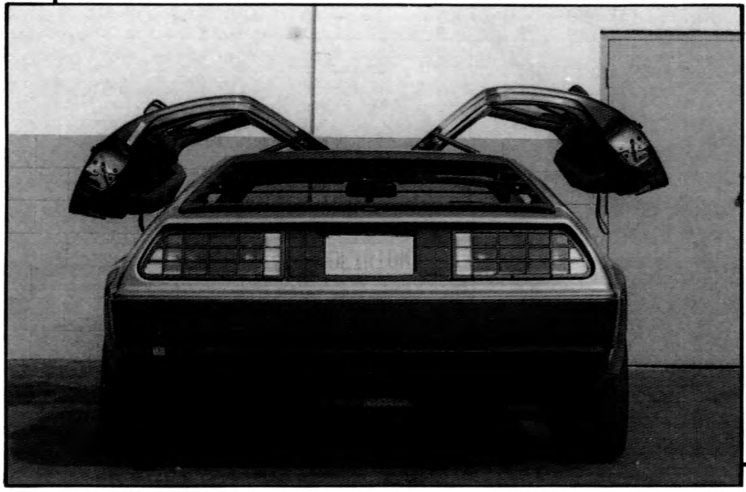

COLD WEATHER FRIENDS

Cold weather can be a little unfriendly to DeLoreans.
We know because that's when we get lots of calls for door handles and struts.
What happens? Well, the factory plastic door handles snap leaving you out in the cold. And the doors droop so you have to climb under them. We call it strut fatigue.
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